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Barton

Commerce of the Lakes



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LOS ANGELES

COMMERCE OF THE LAKES.

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OF THE

C O M M E R C E

OF THE

G R E A T

NORTHERN AND WESTERN L A K E S

F O R A S E R I E S O F Y E A R S ;

T O W H I C H I S A D D E D ,

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B Y J A M E S L . B A R T O N .

BUFFALO:
PRESS OF JEWETT, THOMAS & CO.

Commercial Advertiser Office.

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P R E F A C E.

I have at different times, through the press of this city, given slight sketches of the Commerce of our "Inland seas," the great Northern and Western Lakes, noting its growth from one period to another. It had acquired such importance from the magnitude of its transactions, that there was something more due to it than the merely slight sketches it had received. In May, 1845, I published in pamphlet form, a running account from the facts I had collected for a long number of years respecting it, which had been almost entirely forgotten. The appearance of this pamphlet created a strong sensation with the public, who were surprised that a business reaching in value at that period, nearly in amount to the foreign export trade of the whole country, had so suddenly sprung up on these Lakes, unobserved, in so short a period. The demand for that pamphlet has not ceased—to this day applications are made for it from all quarters. It has been read and pondered over, and doubts have arisen whether it was possible the facts stated could be true.

To remove these doubts, and place this great business before the world, with such evidence as would dispel them, I have this year resumed the subject, and gone much into detail of what composes this Commerce. A portion of the matter contained in this pamphlet has already, within a few days, appeared in a series of numbers in the columns of the Commercial Advertiser of this city. A very general expression of my fellow citizens has been made to me, to revise and extend these series by more detailed exhibits, in kind, of what forms this business : that these

PREFACE.

Important facts and interesting reminiscences may be placed in a more convenient form, and safer depository than a newspaper. I have complied with their desire. In doing so, I must in justice to myself, beg leave to say, it has no pretensions to literary merit. I only claim the merit of having closely observed, like a business man, the changes that are rapidly going on in the hitherto little known regions of the West : for the truthfulness of its statements, thousands are ready to avouch.

I desire the reader to give the table appended, a careful examination, and he will see that this commerce of the Lakes is not local or confined to any one State, but that it is the principal channel of a great many States, who use it most extensively for the transacting of their business.

J. L. BARTON.

Buffalo, February, 1847.

A BRIEF SKETCH
OF THE
COMMERCE OF THE LAKES
AND
THE ERIE CANAL.

LAST May I published, in pamphlet form, a letter, addressed to the Hon. ROBERT McCLELLAND, Chairman of the Com. on Commerce, in the House of Representatives, Washington, relative to the value and importance of the Commerce of the great Western Lakes. In that letter I gave a hasty sketch of the rise and growth of this commerce, obtained from personal knowledge and collection of statistics for a great many years, antecedent, and down to the close of 1845. In the October number of HUNT's valuable Magazine, it was published very much at large,—and in this manner secured from loss important statistical facts, which will be of great importance at some coming period, when the future historian shall write the early history of the Western country: valuable, not only for this purpose, but for a greater, as forming a basis and safe guide to legislators, national and state, and others, in devising measures to bring into full operation the vast and

inexhaustible resources of this great and rapidly growing portion of our country.

I now propose to continue this subject by an exhibit of the business of 1846. The great increase this year, in all the more valuable agricultural productions over former years, cannot fail to attract public attention to the importance of this growing trade, and shadow forth the value of the great West to the mercantile, manufacturing and commercial interests of the sea-board.

The West!—a name given only a few years since to a remote, boundless and unsettled wilderness, inhabited only by roving bands of wild Indians and savage animals,—visited only by the Indian trader, or some romantic spirit pleased with the novelty of an adventure into unknown regions,—a country which it appeared centuries must pass away before settlement and civilization would occupy it—has suddenly, as if by magic, with the powerful aid of steam, and the indomitable enterprise, industry and perseverance of a free people, with the blessings of free institutions, securing to all the fruits of their own labor, been reclaimed from the wilderness. All physical difficulties have been overcome, this vast region of country has been penetrated in all quarters, and in the place where once stood the wigwam of the savage, is now found the school-house, the mechanic shop, the temples of religion and science, and cities and towns, containing from 500 to 15,000 souls, dot the land in large numbers. Roads have been constructed, rivers improved, mills erected, and in every direction is heard the whistling of the free, the intelligent and industrious farmer, as he pursues his laborious but independent occupation. Literally have they caused the “wilderness

to bud and blossom as the rose," and become the granary of the Union.

It is now my purpose to exhibit facts to show that the mighty West is not a mere poetical phrase, but is a substantial country, rich in resources, and possessed by an enterprising population, who are successfully developing them more rapidly than the history of the world can any where else present.

To make the change which has taken place in the West, within a few short years, more striking, I will present some comparative statements of their exports at different periods :

In 1835, the whole exports from the West, came principally from the Northern or Lake portion of Ohio. The amount which passed through this city to tide water, via the Erie Canal, of the principal articles, consisted of the following :

Flour.....bbls	*86,233	Provisions.....bbls	6,562
Wheat.....bu	*98,071	Ashes.....casks	4,419
Staves.....lbs	2,565,272	Wool.....lbs	140,911
Corn.....bu	14,579	But., Cheese & Lard,..	1,030,632
*Equivalent to 543,815 bushels of Grain.			

The tolls collected at the Buffalo office that year amounted to \$106,213 35; the total number of tons of all articles, from all sources, cleared at Buffalo that year was 49,478; the valuation of property I have not for that year, but in the year 1837, the value of all the property sent towards tide water on the Erie Canal from Buffalo, was \$3,286,128.

In 1845 and 1846, Ohio and the other States around these Lakes, sent to Eastern markets, through the same channel the following articles :

In 1845.

Flour.....bbls	717,466	Provisions.....bbls	68,000
Wheat.....bu	1,354,990	Ashes.....casks	34,602
Staves.....lbs	88,296,431	Wool.....lbs	2,957,761
Corn.....bu	33,069	But., Cheese and Lard	6,597,007

In 1846.

Flour.....bbls	1,280,897	Provisions.....bbls	99,339
Wheat.....bu	3,611,224	Ashes.....casks	22,465
Staves.....lbs	65,958,932	Wool.....lbs	3,762,829
Corn.....bu	1,119,689	But., Cheese and Lard	12,713,662

The entire amount of flour, wheat and other grain exported by the Western States, through the Lakes in 1846, for Canada and our own markets, reduced to bushels, will exceed 15,000,000 of bushels.

Having received a letter, dated 29th January ultimo, from Col. Abert, the head of the Topographical Department at Washington, propounding some questions to me in relation to this commerce, I will give his questions in the order in which they were presented, with the answers to each, as furnished by me, as the most perfect method of arriving at the particulars of the business, accompanied with such other details I had in my possession, but which I could not furnish him, for want of time.

Question 1st.—“*The commerce of the Lakes—returns in kind and quantities, as far as practicable, and for the years 1841, '42 '43, '44, '45 and '46.*”

“As the greatest portion of the export commerce of the Lakes passes through this city on its way to tide water, (large quantities also pass the Welland Canal to Canadian ports, and through Lake Ontario to New York) I will give you, as the best answer to this question, the lake imports, in kind and quantities, taken from the Custom House books, for the above series of years—remarking, at the same time, that these statements do not, by any means, comprise the

whole—that they only give a general view of the business from year to year. I also furnish you the business done from some other ports, for the purpose of showing the great difference these reports present of the business of the same places, as years roll on.

IMPORTS OF BUFFALO FROM THE LAKES IN 1841.

Flour,.....bbls.	730,040	Pork,.....bbls.	11,752
Wheat,.....bush.	1,635,000	Corn,.....bush.	201,031
Furs,.....pks.	4,186	Lumber,.....feet.	8,000,000
Butter and lard,....kgs.	49,336	Hides,.....	17,538
Staves,.....	7,860,000	Fish,.....bbls.	3,501
Whiskey,.....casks.	19,038	Brooms,.....doz.	5,507
Seed,.....“	8,228	Oats,.....bush.	14,144
Bacon,.....“	3,779	Coal,.....tons.	300
Ashes,.....“	6,660	Rye,.....bush.	2,140

“Castings, iron, wool, cheese, lead, shot, nails, barley, corn-meal, dried fruits, glass, cotton, feathers, sheep pelts, tanned leather, calf skins, beans, cranberries, hickory nuts, bees-wax, peas, grindstones, ginseng, paper and paper rags, lin-seed and other oils, glue and glue pieces, maple sugar, wooden ware, live cattle, swine, and tobacco, although in quantities more or less, have not been specifically placed in the statement. The estimated value, for this year, is \$10,000,000.

In 1842.

The principal articles landed at this port during the season were :

Flour.....bbls.	734,308	Wheat,.....bush.	1,555,439
Beef and Pork,....bbls.	61,150	Corn and Oats,....bush.	454,530
Seed,.....bbls.	12,184	Barley,.....bush.	4,710
Fish,.....bbls.	2,367	Rye,.....bush.	1,228
Ashes,.....cks.	14,596	Butter,.....kegs.	29,874
Whiskey,.....cks.	13,687	do.....bbls.	592
Bacon,.....cks.	1,902	Lard,.....bbls.	7,405
Lead,.....pigs.	23,926	do.....kegs.	8,331
Staves,.....	4,392,000	Hides,.....	17,491

“This list embraces an account of the principal articles only. I have enumerated a class of articles in '41, received

at this port every year, of which no particular statement is made up. I cannot give you the estimated value of the imports this year, none having been made.

In 1843

The aggregate of the various articles which arrived is as follows :

Flour	bbls.	917,517	Cheese,	bx.	9,863
Pork,	"	41,979	do	cks.	3,664
Beef,	"	25,329	Brooms,	doz.	2,128
Seed,	"	12,239	Furs and skins,	pks.	2,343
Ashes,	"	29,940	Glass,	bx.	2,298
Whiskey,	"	8,719	Shot,	kgs.	675
Cranberries,	"	3,281	Pig iron,	tons.	1,000
Fish,	"	2,357	Coal,	tons.	1000
Tallow,	"	2,387	Nails,	kgs.	478
Hams and Bacon,	cks.	4,814	Paper rags,	bales	261
Hides,		32,447	Leather principally skirting rolls		308
Hemp,	bales,	865	Lard and other oils,	bbls.	1,316
Tobacco,	hhds.	2,097	Beeswax,	pkgs.	261
Lead,	pigs,	23,753	Nuts,	bbls.	100
Staves,		3,500,000	Beans,	"	342
Wheat,	bush.	1,827,241	Ginseng,	pkgs.	304
Corn,	"	223,963	Beer,	bbls.	51
Oats,	"	2,489	Starch,	bx.	104
Rye,	"	1,332	Candles,	"	101
Butter,	kgs.	17,402	Feathers,	sack	1,153
Lard,	"	10,464	Dried and other fruit,	pkgs	735
do	bbls.	14,125	Live hogs,		5,221
Wool,	sk.	4,516	Bacon and hams,	pcs.	12,031

"To the above imports must be added 195 boxes and 11 tons bar soap, part of which came from the Wabash Canal, having been manufactured at La Fayette, Ia., also valuable invoices of hollow ware and other castings, hoops, hops, shingles, grind-stones, bristles, corn-meal, and broom corn, oars, and some 200 boxes and barrels saleratus, 8,000,000 feet of lumber, and innumerable other articles. The total value of imports this year is estimated at \$10,000,000.

"The stock of staves has been much smaller this year than usual. About 600 tons of the pig iron imported, came from the Rossie Parish, St. Lawrence county, N. Y., via

the Welland Canal, and is now introduced among our manufactures under very favorable auspices. The quantity of coal received is about 1000 tons, two-thirds of which came from Ohio, and the balance (Blossburgh, Pa.,) reached this city by the same channel as the Rossie iron.

In 1844.

Flour.....bbls	915,000	Wheat.....bu	2,177,500
Pork.....“	51,478	Corn.....“	137,978
Beef.....“	28,432	Oats.....“	18,017
Ashes.....“	29,330	Rye.....“	1,617
Seed.....“	15,472	Barley.....“	456
Whiskey.....“	6,315	Potatoes.....“	2,113
Lake fish.....“	2,783	Butter.....kgs	17,427
Cranberries.....“	3,336	Lard.....“	8,223
Tallow.....“	2,570	Do.....bbls	8,553
Dried fruit.....“	345	Cheese.....bxs	13,206
Oil.....“	1,663	Do.....cks	2,630
Hides.....	29,080	Hams and bacon....	6,170
Staves.....M	6,543	Do.....ps	24,960
Lumber.....“	6,130	Live hogs.....	4,773
Shingles.....“	269	Live cattle and sheep...	230
Lead.....pigs	6,276	Tobacco.....hhds	262
Copper.....“	50	Do.....bxs	166
Shot.....bxs	368	Coal.....tons	1,524
Wool.....bales	12,340	Starch.....bxs	2,920
Feathers.....“	1,416	Do.....bbls	164
Hemp.....“	235	Candles.....bxs	432
Leather.....rls	1,763	Soap.....“	490
Brooms.....doz	1,230	Glass.....“	3,624
Pig iron.....tons	1,915	Ginseng.....pks	380

“In addition to the above, there were landed here from the West, 140 pks beeswax, 105 do oil cake, 320 cords hemlock bark, 40 bales hops, 395 pks saleratus, 50,000 sheep pelts, the usual amount of furs, paper rags, beans, &c., intermixed with our multifarious western imports; 30 hhds of Louisiana sugar was also observed among the imports. It reached this place via Cleveland and the Ohio canal.

Low prices have universally ruled this season, thus rendering the value of our imports less than some previous seasons. The value of imports this year is estimated at \$8,000,000.

In 1845.

Flour.....bbls	746,750	Wheat.....bu	1,770,740
Pork.....“	28,930	Corn.....“	54,200
Beef.....“	28,130	Oats.....“	23,100
Seed.....“	13,840	Potatoes.....“	4,000
Whiskey.....“	11,750	Rye.....“	1,170
Salt.....“	5,230	Barley.....“	456
Fish.....“	3,755	Coal.....tns	3,936
Tallow.....“	2,565	Staves.....M	8,573
Oil.....“	1,140	Lumber.....M ft	9,655
Ashes.....cks	32,900	Butter.....kgs	18,455
Hams and bacon..“	2,925	Do.....bbls	310
Do.....ps	9,330	Lard.....“	7,200
Wool.....bales	16,185	Do.....kgs	15,220
Lead.....pigs	14,810	Cheese.....bxs	20,667
Leather.....pkgs	5,268	Do.....cks	2,950
Feathers.....“	2,775	Shingles.....M	700
Hemp.....bales	2,620	Tobacco.....hhds	625
Brooms.....doz	2,335	Do.....bxs	230
Hides.....“	43,590	Shot.....kgs	350
Starch.....bxs	2,780	Sugar.....hhds	242
Do.....bbls	207	Live hogs.....	1,860
Glass.....bxs	3,250	Soap.....bxs	257
Iron.....tons	2,390	Candles.....“	246

“To this must be added a great number of unenumerated articles coming in from the West, and the whole of the exports from Silver Creek, Dunkirk, Barcelona, &c., which being within this district do not report to the Custom House, and of course form no part of the above imports. The articles thus omitted are pot and pearl ashes, cheese, butter, beef, wool, lumber in large quantities, and many other valuable commodities. Nearly the whole of our best cabinet lumber is imported from Cattaraugus and Chautauque counties. The pine is obtained from Canada.

“A valuation of the imports seems to have been omitted this year.

In 1846.

Flour,.....bbls.	1,324,529	Iron, .....tons	2,290
Pork and bacon,....	“ 80,000	Coal,.....	“ 4,430
Beef,“	28,428	Leather, .....rolls	9,090
Whiskey,.....“	15,000	Ashes, .....bbls.	24,612
Wheat, .....bush.	4,744,184	Hides, .....nmbr.	50,535
Corn,.....“	1,455,258	Lard.....lbs.	6,099,171
Oats,.....“	248,300	Butter,.....“	3,509,900
Barley,“	47,530	Cheese,“	3,053,000
Rye,“	28,250	Cotton, .....bales	633
Staves, .....pes.	10,762,500	Wool,“	21,110
Lumber,.....ft.	34,536,829	Furs and Peltries,...pks.	2,550
Shingles,.....	5,150	Beans, .....bbls.	3,120
Tobacco,.....hhds.	3,022	Sugar,.....hhds.	395
Lead,.....pgs.	25,960	Potatoes,.....bush.	8,850
Corn meal,.....bbls.	4,381	Fish .....bbls.	6,498
Oil,.....“	781	Tallow, .....lbs.	808,860
Hemp, .....bbls.	26,021	Broom Corn,.....bdls.	8,600
Feathers,.....sks.	1,970	Cranberries,.....bbls.	2,143
Beeswax,.....bbls.	611	Brooms,.....doz.	9,665
Grindstones, tons	350	Copper Ore,.....tns.	170
Fat cattle, hogs, merchandize, furniture, &c. &c., equal to...	pks.		54,243
Forming a valuation of			\$17,827,810

“The imports this year have greatly exceeded any former one, and this table does no more embrace the whole, than the tables of other years do. The valuation placed upon the *reported* articles is \$17,827,810. But it is believed that the omissions in the reports, if all could be ascertained, would swell the amount to \$20,000,000.

“The foregoing is an account of the commerce reaching this port through the Lakes, for the years indicated.

“With regard to the shipments of property from this port west, it is next to an impossibility to arrive at it, and impossible to specify the articles; but they embrace every thing used by man. The only manner I can get at any thing like the value is, by taking the Canal imports; but

then, we have extensive manufactures in this city, which make and ship large quantities west, together with large supplies received from rail roads and other sources, of which no accounts are kept.

"I give the value of the imports via. the canal into this city, and, although all is not originally intended for the Western markets, the quantities of our own manufactures, and sales from our own stock, more than equal what is originally left here by the canal for Buffalo. The tonnage and valuation of property entering this city via. the Erie Canal, was in

	TONS.	VALUATION.
1845.....	144,413	\$16,888,382
1846.....	153,761	23,199,665

"I will now beg leave to call your attention to some reminiscences connected with the commerce of this port, which may not be altogether uninteresting to you.

"The following is a list of the number of arrivals and departures at this port, for the years stated :

NO. ARRIVALS AND DEPARTURES.			
1815.....	64	1818.....	100
1816.....	80	1819.....	96
1817.....	100		

Whether the arrivals and departures at Black Rock are included in this list, I cannot, at this late day, say, but the probability is strong that they are ; as that place, lying as it does, at the entrance into the Niagara river, was the general shipping port and resort of almost all the vessels until 1819; when the mouth of Buffalo creek was improved so as to let them come in here. Before this improvement, nothing but the smallest kind of craft could enter this creek, except immediately after the spring freshets, when the bars at its mouth had been washed away by the

current; vessels that did trade here then, anchored off in the lake, and their loading was brought from and sent to them in lighters.

1820.....	120	|	1824.....	286
1821.....	150	|	1825.....	355
1822.....	200	|	1826.....	418
1823.....	236	|	1827.....	572

"This table embraces thirteen consecutive years. At the close of this period, the total number of American vessels, of all descriptions, employed in the commerce of Erie and the Upper Lakes, was only 53, with an aggregate tonnage of 3611 tons. This meagre exhibit is in keeping with the population, which, in 1825, was ascertained to be constituted of no more than 2,412 souls. At this time, the number will not vary much either way of 35,000. The year 1825, it will be remembered, was the period of the completion of the Erie Canal, and the above table of commerce extends through the first two years of canal commerce:

1841.....	5290		1842.....	4952
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"This year, vessels began to visit Lake Michigan for freights, instead of obtaining them from Ohio, as heretofore. The length of the voyages, caused a decrease in the arrivals and departures.

1843.....	5884	|	1845.....	5200
1844.....	5978	|		

"The introduction of many large new vessels, in the place of small old ones annually going out of commission, a very boisterous season of navigation, together with the fact that trips are more regularly made to the Upper Lake ports in search of cargoes, may, in a measure, account for the diminished number of arrivals this year.

"The arrivals and clearances, exports and imports, to and from Foreign ports, during 1846, were—

ARRIVALS.			
American vessels.....	60	Tonnage.....	5,459
British do	427	do	90,429
CLEARED.			
American do	65	do	6,012
British do	427	do	90,429
Total.....vessels	979	tons	192,329
Value of imports.....	\$121,600		
Exports.....	191,959		
	<u>\$313,559</u>		

“The cause of the great amount of Foreign tonnage is, two British steamboats run to and from this port to Canada constantly, during the season of navigation, one making two trips per week, and one, a good part of the time, two trips per day.

“The enrolled and licenced tonnage in the District of Buffalo, in 1846, consisted of—

Steam vessels.....	14,290
Sail do.	10,513
Total.....tons	<u>24,803</u>

“The number of arrivals, Foreign and coastwise, at the port of Buffalo, in 1846, were—

Steamboats.....	1310
Steam Propellers	200
Brigs and Schooners.....	2262
Sloops and other small craft.....	85
Total.....	<u>3857</u>

Forming a tonnage of 912,957 tons.

“The number of clearances have been about the same, probably more, as an unusual number of vessels wintered over in this port last year—making a total of 7,714, forming an aggregate tonnage of 1,825,914 tons, arriving at and departing from the port in the year 1846.”

ERIE CANAL COMMERCE OF BUFFALO.

The following tables show the entire movement of property through Buffalo on the Erie canal, for the years 1845 and 1846. Appended to this pamphlet is a table, designating the States, Territories and Countries from which this property came, and went to, and giving the quantity of each article; it also includes the business of previous years.

	Shipped from Buffalo on the Erie Canal in 1845 and 1846.		Received at Buffalo by the Erie Canal in 1845 and 1846.	
	1845.	1846.	1845.	1846.
PRODUCTS OF THE FOREST.				
Furs and pelt. lbs.	545,097	571,342	14,862	30,527
B'd's and Scant. ft.	19,932,069	19,027,530	3,140,959	3,119,009
Shingles, M.....	554	401	..	15
Timber, c. ft.....	11,445	10,714	..	58,186
Staves, lbs.	89,174,110	73,135,932	..	16,000
Wood, cds.....	980	729	13,025	16,655
Ashes, bbls.....	38,417	24,639	4	..
PRODUCTS OF AGRICULTURE.				
Pork, bbls.....	28,235	61,492	43	20
Beef, "	34,084	28,503	..	9
Bacon, lbs.	1,218,811	2,220,673	..	2,177
Cheese, "	2,759,928	4,973,165	7,258	3,142
Butter, "	3,397,690	4,658,427	7,565	10,254
Lard, "	2,852,441	5,950,541	200	..
Wool, "	3,441,317	4,085,929	14,913	4,991
Hides, "	769,861	788,956	319,272	360,409
Flour, bbls.	721,891	1,291,233	3,310	7,222
Wheat, bu.	1,354,996	3,613,569	271	376
Rye, "	903	1,895	3	4
Corn, "	33,094	1,119,689	..	434
Barley, " .....	..	3,683	11,013	6,253
Other grain, bu. ..	9,040	185,896	10,564	..
Bran & ship st. bu.	3,266	2,550	45,354	8,588
Peas and beans, "	1,587	6,265	367	41
Potatoes, bu.	3,445	771	1,706	3,206
Dried fruit, lbs. ...	7,837	290,492	807,599	268,395
Cotton, " ....	..	252,983	50,914	123,456
Tobacco, "	608,349	2,511,380	120,364	152,090
Clov'r & gr. sd. lbs.	2,487,336	1,069,423	11,558	50,473
Flax seed, lbs.	184,563	971,796	..	190
Hops, "	4,436	2,118	35,085	143,713
DOMESTIC MANUFACTURES.				
Domes. spirits, gal.	272,336	323,925	17,840	5,800
Leather, lbs.....	1,090,548	1,137,356	2,081	..
Furniture, "	1,254,764	1,177,273	9,491,372	9,649,943

COMMERCE OF THE LAKES

	Shipped from Buffalo on the Erie Canal in 1845 and 1846.		Received at Buffalo on the Erie Canal in 1845 and 1846.	
	1845.	1846.	1845.	1846.
DOMESTIC MANUFACTURES.				
Bar & pig lead, lbs.	345,387	516,264	..	..
Pig iron, "	161,518	35,594	110,886	..
Iron ware, "	33,779	87,802	2,813,046	2,765,040
Domes. woolens, "	23,143	5,052	..	..
Domes. cottons, "	1,213	11,198	..	..
Salt, bu. ....	..	..	582,694	566,572
Merchandise, lbs..	295,125	176,777	100,893,428	116,148,045
OTHER ARTICLES.				
Stone, lime and clay, lbs.	11,804,950	3,973,966	37,134,457	28,314,886
Gypsum, "	1,594	6,410	493,179	260,805
Mineral coal, lbs..	1,954,850	3,274,162	5,222,991	6,086,606
Sundries, lbs.	6,844,395	10,705,597	6,576,203	2,932,004
Of the Tonnage cleared from Buffalo	1845.	1846.		
the Forest furnished	91,673	77,022		
Agriculture	138,733	310,848		
Domestic manufactures ...	2,817	3,107		
Merchandise	148	88		
Other articles	10,302	8,980		
		243,673		400,045
Of the Tonnage left at Buffalo				
the Forest furnished	43,466	53,021		
Agriculture	2,008	1,699		
Domestic manufactures ...	23,779	22,101		
Merchandise	50,447	58,074		
Other articles	24,713	18,821		
		144,413		153,761
Total tons	348,086	553,761		
	1845.	1846.		
Valuation, property cleared from	\$ 9,502,306	\$15,014,316		
Valuation, property left at	16,888,382	23,199,665		
Total	\$26,390,688	\$38,214,025		
Tolls received at Buffalo,	\$482,639 04	\$763,683 02		

CANAL COMMERCE OF BLACK ROCK.

	Shipped from Black Rock on the Erie Canal in 1845 and 1846.		Received at Black Rock by the Erie Canal in 1845 and 1846.	
	1845.	1846.	1845.	1846.
PRODUCTS OF THE FOREST.				
Furs and pelt, lbs. ...	1,403	8,728	1,250	..
Boards and scant. ft.	3,850,809	4,412,917	95,195	200,565
Shingles, M.	12	17	73	64
Timber, 100 c. ft. ...	163,700	203,154	72,809	101,143
Staves, lbs.	278,000	66,000	122,159	..
Wood, cds.	12,950	17,310	703	600
Ashes, bbls.	191	4	..	..

Shipped from Black Rock on the
Erie Canal in 1845 and 1846.Received at Black Rock by the
Erie Canal in 1845 and 1846.

PRODUCTS OF AGRICULTURE.	1845.	1846.	1845.	1846.
Pork, bbls.....	21	22	114	169
Beef, ".....	3	..	19	24
Bacon, lbs.....	..	100	..	300
Cheese, ".....	1,350	726	844	953
Butter, ".....	..	3,765	509	..
Lard, ".....	328	696	..	180
Wool, ".....	58,255	31,957	..	..
Hides, ".....	6,711	..	1,096	..
Flour, bbls.....	152,795	146,761	1,305	1,735
Wheat, bu.....	18,790	23,797	320,493	490,546
Corn, ".....	..	1,400	3,801	8,321
Barley, ".....	..	..	..	40
Other grain, bu....	59	729	3,786	9,428
Br'n & ship stuff, bu.	98,248	58,284	5,744	5,208
Peas and beans, bu..	..	..	13	3
Potatoes, bu.....	..	3	32	102
Dried fruits, lbs....	200	..	100	100
Cotton, ".....	..	..	100	..
Tobacco, ".....	..	..	7,790	..
Clov'r & gr. sd. lbs.	..	44,440	..	..

MANUFACTURES.

Domestic spirits, gal.	3,744	608	4,674	1,842
Leather, lbs.....	3,453	4,900	11,688	546
Furniture, ".....	101,961	179,362	34,594	31,619
Bar and pig lead, lbs.	..	1,035	..	..
Pig iron, lbs.....	..	..	300	..
Iron ware, ".....	..	1,050	100	6,100
Domes. woolens, lbs.	..	2,493	..	..
Salt, bu.....	..	..	500	2,455
Merchandise, lbs....	3,810	8,182	100,843	184,218

OTHER ARTICLES.

Stone, lime and clay, lbs.....	1,734,200	2,557,910	1,670,200	358,805
Gypsum, ".....	..	..	25,726	..
Coal, ".....	..	12,000	36,500	..
Sundries, ".....	558,260	489,594	570,070	411,012

Of the Tonnage cleared from Black Rock	1845.	1846.
the Forest furnished.....	46,141	59,926
Agriculture.....	18,085	17,314
Manufactures.....	68	98
Merchandise.....	2	4
Other articles.....	1,146	1,530

65,442 78,872

Of the Tonnage left at Black Rock	
the Forest furnished.....	3,654
Agriculture.....	10,007

4,045
15,349

Of the Tonnage left at Black Rock	1845.	1846.
the Manufactures furnished...	56	96
Merchandise.....	50	91
Other articles.....	1,151	385
	<u>14,918</u>	<u>19,966</u>
Total tons,.....	80,360	98,838
	1845.	1846.
Valuation property cleared from.....	\$849,443	\$804,954
Valuation property left at.....	353,679	520,669
Total.....	\$1,203,122	\$1,325,623
Tolls received at Black Rock.....	\$56,582 78	\$83,930 27

As the business done on the Erie Canal, through Buffalo and Black Rock, is literally the business of one place, I will now consolidate and present it in a condensed form.

	1845.	1846.
Tonnage first cleared		
from Buffalo is.....	243,643	400,045
Do. B. Rock,...	65,442	78,872
	<u>309,115</u>	<u>478,917</u>
Tonnage left at Buffalo is	144,413	153,761
Do. do. B. Rock,	14,918	19,966
	<u>159,331</u>	<u>173,727</u>
Total.....tons	468,446	652,644
Valuation property cl'd		
from Buffalo.....	\$9,502,306	\$15,014,316
Do. B. Rock....	849,443	804,954
	<u>10,351,749</u>	<u>15,819,270</u>
Valuation property left		
at Buffalo.....	16,888,382	23,199,665
Do. B. Rock.....	363,679	520,669
	<u>17,242,061</u>	<u>23,720,334</u>
Total.....	\$27,593,810	\$39,539,604
Tolls received at Buffalo...	\$482,639.04	763,683.02
Do. do. B. Rock..	56,682.78	83,930.27
	<u>\$538,221.82</u>	<u>\$847,613.29</u>

The Canal opened April 16, and closed on the 25th November, making 224 days of navigation; deduct one-seventh for Sundays, leaves 192 working days. The property passing each way from B, and B. R. is 652,644 tons, which gives 3,400 tons as the labor that was performed each day, during the whole season of navigation.

	1845. Quantity	1846. Quantity
Clover seed,.....bbls.	10	
Chestnuts,.....bush.	106	57
Cider,.....bbls.	20	92
Cotton, raw,.....lbs.		5,679
Eggs,.....bbls.	25	541
Flour....."	550	14,563
Fruit, dried & green....."	150	629
Feathers.....lbs.	250	56,760
Flax seed,.....bbls.	50	20
Grass seed....."	124	
Ginseng.....lbs.		14,075
Glass & glass ware,.....tns.	9½	260¾
Hides, skins & furs....."		77½
Hemp....."		409
Hay....."		20
Horns,.....lbs.		1,800
Iron, pigs,.....tons	150	800
Iron and Nails,....."	83	612
Iron, railroad,....."	250	2,052
Iron wire,.....lbs.		10,900
Leather,....."	46,661	123,370
Lead, pig,....."		129,790
Lead, white,....."	7,000	58,692
Liquor,.....bbls.	115	35
Lard,.....lbs.	2,000	
Lumber,.....feet	3,324 M.	3,901,675
Oil,.....bbls.	100	200
Oil cake,.....tons	15	10
Oats,.....bush.	4,800	16,300
Paper,.....reams	1,793	3,109
Pumps and Pipe.....	250	1,263
Potatoes,.....bush.	1,126	
Pork, bacon and hams,.....bbls.	520	2,546
Rags,.....lbs.	5,545	1,400
Rye,.....bush.		911
Staves,.....	1,168 M.	1,056,375
Stearine,.....bbls.	50	
Salt,....."	300	
Shingles,.....M	3,550	856,600
Scales, platform,.....	500	
Shingle bolts,.....cords	10	
Seed, rape,.....bush.		456
Sugar, Molasses, &c.,.....lbs.		335,735
Sundries,.....tons	500	451
Tallow,.....lbs.		36,200
Tobacco, unman'd,....."		333,602
Wool,....."	65,435	476,922

Aggregate value for 1845.....\$ 403,334

Do. do. 1846.....1,073,246

Showing an increase over last year of.....\$669,912

These tables show the effect produced on the commerce of that place by the agency of the Erie Extension Canal, connecting the Lakes with the Ohio River. It was opened in 1845, and had few conveniences or boats for doing business, and a commencement merely was made; in 1846, it was better provided with facilities for business, and the difference is shown in the tables.

No account has been published of the imports, coastwise or Foreign. It is, however, well known that a good deal of business is done there, and that large quantities of superior gypsum is imported from Canada, ground at Erie, and through this Canal sent to the interior Counties of Pennsylvania.

PORT OF CLEVELAND, OHIO.

The following abstracts show the Lake Commerce of this port in 1846 :

Abstract of produce and merchandise, the product of the United States, exported from the District of Cuyahoga, Ohio, to foreign ports and countries, during the year 1846.

AMERICAN VESSELS.

11,223 bbls. flour,	946 pkgs. sundries,
63,401 bush. wheat,	188 tons coal,
28,823 " corn,	54 pkgs. bacon,
4,402 bbls. pork.	1,705 bxs. glass,
78 tons grindstones,	333 doz. brooms,
230 calf skins,	64 bbls. broom corn,
5,141 galls. stone ware,	81 bbls. fruit,
201 pkgs. merchandise,	39 " clover seed,
604,000 lbs. tallow,	360 " salt.
498 pkgs. lard,	
Valuation.....	\$156,041

BRITISH VESSELS.

11,703 bbls. flour,	150 trees,
249,661 bush. wheat,	75 pkgs. lard,
16,635 " corn,	575 cks. tallow,
5,983 bbls. pork,	387 bales hemp,
17½ tons grindstones,	3,584 lbs. bacon,

BRITISH VESSELS.—CONTINUED.

2,500 feet lumber,	100 bxs. glass,
20 pkgs. stone pipes,	670 tons coal,
27 " merchandise,	87 bush. clover seed,
1 mill,	169 pkgs. groceries.
Valuation,.....	\$463,237

Abstract of ware and merchandise imported from Canada into the Port of Cleveland, during the year 1846.

1,214,372 feet pine lumber,	4,057 lbs. anchors and chains,
277 cords shingle timber,	69 galls. ale,
196½ M. shingles,	2 bbls. apples.
27 spars,	1 bush. peas,
37 yds. cot. and w's'd cloth,	78 tone,
9½ bbls. lake fish,	6,500 bush. St. Ubes salt,
4 doz. bot. mineral water,	64 galls. wine,
2 sails for vessels,	32 " brandy,
2 mariners' compasses,	357 tons crude plaster.

Warehoused and transferred from New York to Buffalo, and from Buffalo to this port, withdrawn Dec. 2d, under new tariff—500 bxs. raisins.

Valuation,..... \$10,189

Abstract of exports coastwise from the Port of Cleveland, Ohio, during the season of navigation of 1846.

340,000 bbls flour,	457,000 lbs. leather,
35,000 " pork,	1,847,921 " tobacco,
1,367,383 bush. wheat,	47,468 " feathers,
421,147 " corn,	1,386 M staves,
33,000 pkgs. mdse,	187,783 galls. stone ware,
1,176 tons. "	2,830 bdls. broom corn,
10,430 bbls. salt,	12 tons. furs,
180,100 lbs. tallow,	16 steam boilers,
356,120 " lard,	365,000 ft. lumber
1,034,680 " butter,	42,625 lbs. green hides,
3,440 tcs. and cks beef,	382 bbls. lake fish,
2,618 bbls. beef,	1,200 " fruit,
2,000 " seeds,	225 bdls. steel,
955,200 lbs. nails,	61 wagons and carriages
12,678 bxs. glass,	417 stoves and furniture,
617,550 lbs. cheese,	30 mill stones,
2,370 bbls. ashes,	27 tons. hemp,
1,231,200 lbs. bacon,	500 bbls. oil,
2,694 tons bar iron,	2,432 " and cks. whiskey,
521 " bundle do,	Sundry articles not parti-
6,671 " coal,	cularized.
1,281,400 lbs. wool,	
Valuation	\$7,040,402

Abstract of Imports coastwise to the Port of Cleveland, during the season of navigation of 1846.

40,366 pkgs. merchandise, }	389 eds. limestone,
weighing 5,986 tons, }	1,068 stoves and furniture,
38,793,709 ft. pine lumber,	212 bbls. pork,
826 M shingles,	811 green hides,
90,675 bbls. salt,	10,151 bush. barley,
7,700 " fish,	403,550 lbs. leather
56,974 bush wheat,	100 stove castings,
1,488 bbls. flour,	191 bbls. and cks copper ore,
1,500 " water lime,	235 tons. coal,
2,335 burr blocks,	38 bbls. oil,
435 tons. & 1,354 ps marble,	30 sks. wool,
13 wagons and carriages,	112 bbls. tallow,
79 bush. ashes,	200 doz. scythe snaths,
19 tons. castings,	151 tons scrap iron,
1,235 bbls. plaster,	79 " ship stuff.
300 tons. "	Sundry articles, not parti-
7,276 bags salt,	cularized.
Valuation	\$5,045,495

"For the purpose of showing, at one view, the money value of the Lake Commerce done through the Port of Cleveland, in 1846, I present it in the following form :

Exports to Foreign ports in British vessels,	\$ 463,237
Do. do. do. American do.	156,041
Imports from do. do. Am. & For. do.	10,189
Do. coastwise in American do.	5,045,495
Exports do. do. do.	7,040,402
	<u>\$12,715,364</u>

The arrivals and clearances to Foreign ports were—

Arrivals—British,.....	82 vessels.....	9,368 75 tons.
American,....	87 do.	6,141 60
Cleared—British,.....	80 do.	9,390 70
American,....	78 do.	6,113 11
Total,.....	327 do.	15,504 16.95 tons.

"The arrivals and clearances coastwise have not been given, but that the number is very large, may be conjectured from the amount of exports and imports."

I will now present comparative statements of the

CANAL COMMERCE OF CLEVELAND,

In 1845 and 1846:

Comparative statement of some of the principal articles of property that arrived at, or was cleared from Cleveland, by the way of the Ohio Canal, during the years 1845 and 1846.

ARRIVED.		
	1845.	1846.
Flour, bbls.....	352,732	358,355
Pork, "	19,981	42,996
Beef, "	4,019	1,308
Whiskey, bbls.	1,642	17,741
Linseed oil "	1,217	967
Pot and pearl ashes, lbs.....	1,060,973	660,983
Butter, lbs.....	1,087,184	1,341,333
Bacon, "	863,011	1,491,821
Lard, "	792,734	1,073,444
Tallow, "	315,398	177,452
Iron and nails, lbs.....	9,122,822	11,527,908
Wool, lbs	961,982	970,709
Mineral coal, bush.....	889,880	893,806
Corn, bush.....	164,967	527,270
Oats, "	48,044	50,184
Wheat "	205,581	1,672,340
Tobacco, hhds	705	2,031
Staves and heading, pcs.....	717,084	719,397
Stone perches,	15,055	8,690
Wood, cords.....	5,862	5,680
CLEARED.		
Salt, bbls.....	52,501	58,592
Lake Fish, bbls.....	10,208	9,012
Merchandise, lbs.....	10,988,708	10,796,129
Furniture and baggage, lbs.....	819,891	663,225
Gypsum, lbs.....	1,714,753	1,116,578
Castings, "	342,859	638,485
Machinery, lbs.....	62,760	131,475
Saleratus, "	282,050	185,869
Pot and Pearl ashes, lbs.....	132,959	170,826
Other salts of ley, "	476,435	263,038
Marble, lbs.....	504,083	1,028,107
Hides and Skins, lbs.....	121,521	23,362
Clocks, lbs.....	140,373	127,432
Grindstones, lbs.....	51,413	37,656
Cheese, "	30,854	87,551
Lumber, feet.....	2,045,961	2,497,008
Shingles, "	3,251,000	1,913,250
Flat hoops, "	777,000	1,473,680

No estimated money value of this property has been published.

PORT OF SANDUSKY, OHIO.

The Sandusky Clarion furnishes the following abstract of the imports of the District of Sandusky, during the year 1846:

	SANDUSKY.	MILAN.
Merchandise, lbs.	15,396,000	2,652,214
Stoue coal, "	578,000	72,000
Salt, bbls.	29,911	16,096
Plaster, " ....	....	462
Water lime, bbls.	450	189
Fish, "	1,339	231
Flour, "	60	241
Whiskey, "	168	....
Beer, "	276	4
Vinegar, " ....	....	2
Lime, "	1,600	....
Lumber, feet.	1,400,534	219,293
Shingles, "	368,750	115,500
Shingle bolts, cds.	30	86
Stone, " ....	....	13
Railroad and pig iron, tns.	2,106	....
Castings, "	8 $\frac{1}{2}$	....
Pumps,	210	....
Lath, M.	150,000	....

Abstract of imports and exports at Lower Sandusky, (about 36 miles in the interior from the Lake, better known in history as Fort Stephenson, the scene of Col. Croghan's gallantry in the war of 1812,) in the District of Sandusky, for the year 1846:

EXPORTS.		IMPORTS.	
Wheat, bush.	90,000	Salt, bbls.	1,480
Pork, bbls.	560	Merchandise, tons.	250
Ashes, cks.	558		
Flour, bbls.	1,010		
Seeds, "	150		
Butter, kegs.	200		
Corn, bush.	18,400		
Staves,	1,100,000		
Wool, tons.	3		
Hides, "	3		
Lumber, feet.	74,000		

The exports from the District of Sandusky during the same period were:

	SANDUSKY.	MILAN.	HURON.
Wheat, bush.....	843,746	636,142	30,292
Corn, "	50,904	19,353	
Oats, "	8,563	1,855	
Barley, "	250	223	
Potatoes, " .....	....	100	
Clover seed, bush.....	7,086	1,874	bbls.
Pork, bbls.....	10,372	4,529	
Flour, "	51,855	830	
Beef, "	2,189	171	
Ashes, "	3,291	1,516	
Timothy seed, bbls.....	691	303	
Flax seed, bbls.....	954	34	
Tallow, "	705	94	
Highwines, "	1,729	731	
Dried Fruit, "	213	81	
Cranberries, "	762	31	
Beeswax, "	10	1,801	lbs.
Beans, "	17	....
Hams, "	275	8,776	lbs.
Grease, "	30	....
Eggs, "	27	....
Plaster, "	7,095	....
Maple Sugar, "	25	....
Rye, "	22	....
Beer, "	26	....
Butter, " .....	....	21	
Butter, kegs.....	5,890	836	
Lard, " .....	....	151	
Lard, lbs.....	172,710	210	
Feathers, lbs.....	13,242	1,539	
Wool, bales.....	2,025	201,106	lbs.
Cheese, lbs.....	40,000	600	
Leather, rolls.....	1,254	17,070	lbs.
Hides, lbs.....	159,080	16,914	
Sheep pelts, bbls.....	55	14,674	lbs.
Grindstones, lbs.....	....	42,660	
Ginseng, " .....	....	3,375	
Staves,	245,000	513,058	
Hogs,	200	....
Brooms,	3,600	....
Live Cattle,.....	12	....
Cedar posts,.....	1,250	....
Lumber, feet,.....	....	76,702	
Black Walnut lumber, feet,.....	27,053	....
Tobacco, hlds.....	101	....
Plaster, tons.....	530	530	
Stone, "	5,250	....
Furs, bales.....	189	....

The arrivals from and clearances to American ports, were :

Arrivals,435 | Clearances,430

The arrivals from and clearances to Foreign ports, were :

ARRIVED.		CLEARED.	
American vessels,.....	2	American vessels,.....	4
British "	10	British "	10

During the same period there were exported from the District of Sandusky to foreign ports and countries :

In American vessels,	20,880	bushels Wheat;—value,	\$14,646
In British "	48,451	" "	33,915 70

Abstract of merchandise imported from Canada into the District of Sandusky, during the year 1846 :

AMERICAN VESSELS.

62 coon skins,	55½ cords shingle wood,
10 fox "	1 set of spars,
27 muskrat skins,	35,750 shingles,
116 bbls. fish,	400 lbs castings.
298,358 feet lumber,	
Estimated value,.....	\$2,307

BRITISH VESSELS.

40½ bbls. fish,	2 bags herbs.
Estimated value,.....	\$245,00

PORT OF TOLEDO, OHIO.

"The following shows the shipments from this port for three seasons, their aggregate value, and the quantity of salt imported :

	1840.	1841.	1842.
Wheat, bushels	85,000	127,898	116,730
Flour, bbls.....	51,000	45,781	37,280
Pork, "	1,300	7,063	8,445
Whiskey, casks.....	700	2,295	1,601
Ashes, "	600	1,303	1,672
Seed, "	300	520	251
Butter, kegs.....	280	450	451
Hides,.....	1,197	2,180	1,991
Valuation,.....	\$381,000	\$521,000	\$358,000

The equivalents of these tables, of Flour and Wheat, reduced to bushels, are for 1840, 340,000; for 1841, 356,818; for 1842, 303,139.

Imports of Salt, bbls., 1840, 10,000; 1841, 17,000; 1842, unknown.

"The Wabash & Erie Canal, terminating at Toledo, was only in operation four weeks, and tolls to the amount of \$2,961 were received at La Fayette, Ia., on the following merchandise, shipped from there :

Flour, bbls.....	5,237	Wheat, bush.....	14,700
Flax seed, bush.....	1,435	Wheat, bbls.....	104
Oats, "	953	Apples, "	55
Bacon, lbs.....	861	Butter, kegs	10
Lard, kegs	21	Feathers, lbs.....	2,000

The Toledo "Blade" gives the following table, exhibiting the quantity and value of articles received at Toledo, by canal and rail-road, during the season of 1846:

Flour, bbls.....	164,689	Beeswax, "	40,863
Wheat, bush.....	810,963	Molasses, "	622,334
Corn, "	1,159,315	Hog's hair, "	251,624
Furs and peltries, lbs...	258,017	Unfinished leather, lbs..	129,123
Lard, lbs.	5,003,740	Tobacco, lbs.....	714,245
Pork, bbls.....	19,593	Grass seed, bush.....	2,108
Bacon, lbs.....	1,963,561	Candles, (tallow & stea-	
Sugar, "	1,290,085	rine) lbs.....	52,080
Pot and pearl ashes, lbs..	1,608,972	Ginseng, lbs.....	94,623
Tallow, lbs.....	579,430	Flax seed, bush.....	7,377
Wool, "	124,075	Beef, bbls.....	387
Hemp, "	297,433	Soap, lbs.....	48,563
Butter, "	253,949	Corn meal, bbls.....	797
Cotton, "	250,519	Lead, lbs.....	44,213
Oil, (linseed & lard) bbls.	1,367	Shot, "	46,302
Oil, (castor) bbls.....	75	White lead, lbs.....	123,722
Oats, bush.....	115,402	Merchandise, ".....	422,892
Hides and skins, lbs....	161,293	Groceries, "	80,507
Whiskey, bbls.....	2,543	Coffee, "	39,167
Feathers, lbs.....	56,736	With various other articles.	

Aggregate value..... \$3,519,067

"I have seen no account published of imports from the Lake into that port, in 1846, neither the number of arrivals and departures, coastwise or foreign. The imports in money value will, I think, fully equal, if not exceed, the ex-

ports, as large quantities of merchandise is sent through that place for Cincinnati, Kentucky, Tennessee, Missouri, and other states and places."

STATE OF MICHIGAN.

There has been exported from the Port of **DETROIT** for the year 1845, the following products of the growth and manufacture of the State.

Flour, bbls.....	494,092	Barley, bush	1,930
Wheat, bush.	114,397	Oats, "	6,462
Ashes, cks.....	5,742	Potatoes, "	2,500
Wool, lbs.....	506,143	Provisions, bbls. ass'd..	17,000
Leather, do	100,354	Whiskey "	1,302
Cranberries, bbls.....	2,920	Green and dry hides,..	6,487
Fish, "	9,305	Beeswax, bbls.....	40
Grass seed, "	516	Ginseng, and other roots,	24
Flax seed, "	100	Hay, tons	140
Mustard seed, "	5	Mineral Ore, lbs.....	308,000
Brooms, doz.....	100	Staves,	4,316,236
Pork, bbls.....	2,621	Lumber, feet	4,000,000
Beef, "	200	Shingles,	10,000
Hams, "	200	Furs and peltries, value,	\$300,000
Beans, bush.....	2,027	Straw hats, "	10,000
Corn, "	3,768	Beer, bbls.	6,000

Total value of exports from Detroit,

\$2,495,385,50

There has been also exported in the same period from the port of **MONROE**, Mich.

Flour, bbls.....	155,168	Corn, bush.	4,804
Wheat, bush.	372,837	Barley, "	300
Ashes, tons.....	591	Beeswax, lbs.....	1,312
Wool, lbs.....	84,421	Corn brooms, doz.....	64
Hides,	93,521	Potatoes, bush.....	377
Pork, bbls.	189	Grass seed, bbls.....	14
Beans, bush.....	290	Black walnut lumber, ft.	158,000
Alcohol, bbls.....	40	Staves,	20,000
Cranberries, "	158	Oats, bush.....	600
Buckwheat flour, bbls.	75	Furs, bales.....	40

Value of Monroe exports.....

\$800,241,06

Exports from the port of **St. JOSEPH**, Mich.

Wheat, bush.....	233,645	Corn, bush.....	7,773
Flour, bbls.....	129,333	Oats, "	1,500
Provisions,	3,099	Wool, lbs.....	4,000

Shingles, M.	325	Beans, bush.	170
Staves,	100	Hides,	781
Lumber ft.	1,500	Linseed oil, cks.	65
Whiskey, cks.	2,721	Furs, pks.	74
Valuation of St. Joseph exports, \$601,555,98			

PORT OF GRAND RIVER, MICH.

The number of arrivals and departures from this port, during the navigation season of 1846, is 407. The number of passengers arriving at this port during the season, is 1,586. The amount of exports is as follows:

Pine lumber, feet.	22,365,452	Flour, bbls.	2,608
Shingles, M.	3,131	Wheat, bush.	13,500
Lath, bbls.	1,021	Plaster, bbls.	2,196
Staves, M.	30	Ashes, Casks.	59
Hemlock bark, cords...	120	Window sash, bbls.	100
Shingle bolts.	370	Furs, packs.	91
Square timber, feet.	28,600	Maple sugar, bbls.	60
Cranberries, bbls.	86	Wood, cords.	150

Total Grand River exports.....\$179,539 21

Value of lumber, shingles, and other articles exported from other ports in this State, is estimated at \$570,936 25.

RECAPITULATION.

The exports of Detroit amount to.	\$2,495,335 50
“ Monroe “	800,241 06
“ St. Joseph’s “	601,555 98
“ Grand River “	179,539 21
“ All others “	570,936 25

Total..... \$4,647,608 00

The imports have not been given, but it is not unreasonable to assume that the amount will not vary much from the exports, both together forming an aggregate of nearly ten millions of dollars.

The enrolled and licensed tonnage within the District of Detroit was 26,928 31-95 tons, composed of—

Enrolled steam,	8,400 60
“ sail vessels.	17,917 46
Licensed “	610 45

—————26,928 31-95

and required the service of eighteen hundred men to navigate it.

PORT OF MILWAUKIE, WISCONSIN.

"The Sentinel gives the following statement of produce and other articles shipped for the East, at that point, during the season of 1846 :

Wheat, bush.....	213,448	Wool, lbs.....	10,562
Flour, bbls.....	15,756	Ashes, ".....	16,250
Barley, bush.....	5,384	Hides,	5,513
Corn, ".....	1,635	Furs, pkgs.....	198
Lead } pigs.....	25,295	Rags, tons.....	140
} or lbs.....	1,770,650	Pails, doz.....	295
Broom corn, lbs.....	107,545	Mdse., &c.....	314,143
Brooms.....	50,425		

	Wheat exported.	Flour exported.
1845.....	95,500 bush.	7,500 bbls.
1846.....	213,448 bush.	15,756 bbls.
Increase for 1846,	117,948 bush.	8,256 bbls.

"The increase, it will be seen, has been more than 100 per cent. No doubt, says the Sentinel, a similar increase would be shown by a comparison of the other articles of export; but we have not the means of making it. The above suffices, at least, to show the rapid growth and development of our yet infant Territory. And this is but the beginning.

PORT OF CHICAGO, ILLINOIS.

"The following are, of the principal articles exported from this port, during five seasons :

	1842.	1843.	1844.	1845.
Wheat, bush.....	586,910	628,965	871,805	956,860
Oats, ".....	53,485	3,767	.....	5,900
Flour, bbls.....	2,920	10,785	4,320	13,750
Pork, ".....	15,450	11,110	7,050	7,010
Beef, ".....	762	10,380	7,890	6,200
Wool, lbs.....	1,500	22,050	96,635	216,615
Lard, ".....	36,720	282 bbls.	1,630 bbls.	66,220
Tobacco, lbs.....	3,000	47,900	52,653	52,000
Hams, ".....	In pork ac't.	In pork ac't.	In pork ac't.	22,925
Tallow, ".....	15,130	1,185 bbls.	34,900	bbls. 1,600
Hides, No.....	6,975	14,535	11,042	12,255
Valuation	\$659,300	\$1,008,210	\$785,300	\$1,500,000

"The exports and imports of the same place, in 1846, were—

EXPORTS.

Wheat, bush.....	1,358,638	Hides, ps.....	9,460
Beef and pork, bbls....	23,788	Glass, bxs.....	993
Flour, bbls.....	19,391	Pelts, pcs.....	1,160
Lard and tallow, bbls...	2,160	Stearine, bbls.....	64
Do lbs...	76,600	Cranberries, ".....	74
Hams, bbls.....	16	Rags, lbs.....	2,164
" pcs.....	22,633	Coal, ".....	8,900
Fish, bbls.....	1,413	Beans, bbls.....	1
Whiskey, bbls.....	671	Machinery, lbs.....	2,700
Tobacco, lbs.....	6,152	Hay, bales.....	156
" bxs.....	19	Scraps tin, cop'r, &c. lbs	3,162
Candles, ".....	810	Hogsheds do.....	40
Beeswax, bbls.....	26	Brooms, doz.....	896
" lbs.....	95,000	Leather, lbs.....	11,140
Soap, bxs.....	51	Butter, bbls.....	36
Furniture, bbls.....	909	" lbs.....	2,765
" bxs.....	31	Flaxseed, bbls.....	487
Wool, lbs.....	21,806	Timothy seed, ".....	29
" bales.....	116	Wagons,	1
Agricultural imple-		Lime, bbls.....	14
ments, bbls.....	11	Grindstones, ps.....	18
Furs, lbs.....	37,514	Coal, tons.....	26
" bxs. and bales....	18	Merchandise, not weigh-	
Ginseng, sks.....	58	ed, pkgs.....	429
Salt, bbls.....	1,423	Scraps tin, &c. pkgs...	51
Oil ".....	128	Leather, pkgs.....	34
Fruit, ".....	322	Flax seed, ".....	487
Merchandise, bbls....	806	Timothy seed ".....	29
Oats, bush.....	27,308	Paper, ".....	28
Corn ".....	9,331		

IMPORTS.

Merchandise, tons....	8,800	Furniture, tons.....	47
" bbls.....	10,385	" bbls.....	4,039
" bxs. and pkgs.	1,540	" kgs.....	850
Salt, bbls.....	13,308	Agricultural imple-	
" sks.....	1,346	ments, bbls.....	33
Fish, bbls.....	1,800	" pkgs.....	3
Butter, ".....	37	Wagons and coaches,	307
Beans, ".....	10	Ploughs,	17
Oil ".....	23	Hubs and wheels,....	2,000
Whiskey bbls.....	1,065	Soap, pkgs.....	246
Fruit, cider, &c. bbls...	4,812	Coal, tons.....	2,150
" pkgs.....	185	Glass bxs.....	1,725
Seeds, bbls.	7	Beans, bbls.....	10

IMPORTS.—CONTINUED

Machinery, tons.....	1	Lath,	2,069,500
Threshing machines,	37	Pickets,	24,000
Millstones	26	Timber,	110,000
Water-lime, bbls.....	4,000	Staves,	32,000
Lumber, feet.....	23,824,297	Mahogany,	1,852
Shingles,	8,354,000		

“No valuation has been reported for the exports and imports of 1846. The arrivals and departures at this port, for 1846, were—

	Arrivals.	Departures.	Total.
Steamers.....	352	348	700
Propellers.....	111	109	220
Brigs.....	95	94	189
Schooners.....	837	835	1672
Total.....	1395	1386	2781

PORT OF MICHIGAN CITY, INDIANA.

“The following table gives—says the paper of that place—the principal articles exported and imported at Michigan City. The three first years are from the first of May, 1843, to the first of May, 1846; and the last year from the first of May, 1846, to the close of navigation.

EXPORTS.

	1843.	1844.	1845.	1846.
Wheat, bush.....	357,650	304,645	420,714	332,000
Corn and oats, bush.....	2,000	2,420	3,819	41,000
Flour, bbls.....	1,000	1,825	3,051	1,000
Pork and lard, bbls.....	520	1,050	2,600	2,510
Beef and tallow, “	210	325	800	1,000
English beef, tes.....	....	200	500	....
Sundries in bulk, bbls....	1,300	1,975	4,380	6,750
Hides,	800	1,050	1,333	1,050
Wheat in store, Dec. 23, 1846, bush.....			187,000	
Flour “ “ “ bbls.....			500	

IMPORTS.

Merchandise, tons.....	575	671	968	1,610
Salt and lime, “	925	1,378	2,500	4,500
Sundries in bulk, bbls....	1,500	2,163	3,785	5,784

"Comparing the two last with the first two years, we find that the exports of wheat have increased over 100,000 bushels; corn and oats, 800 per cent; flour 30 per cent; pork and lard, over 200 per cent; beef and tallow, over 200 per cent; sundries, 225 per cent; hides, 30 per cent; and imports 120 per cent. This ratio of increase is probably as great, if not greater than that of any other point on the lake."

LAKE ONTARIO COMMERCE.

Of all the numerous ports on this Lake, I am unable to present any portion of their commerce, except that of Oswego and Lewiston.

PORT OF OSWEGO—LAKE BUSINESS.

The following table contains a comparative statement of the imports and exports at the port of Oswego, during the years 1845 and 1846 :

	IMPORTS.	
	1845.	1846 .
Lumber, feet.....	19,788,092	28,838,282
Shingles, "	1,524,275	4,338,850
Staves, "	1,544,712	1,247,857
Wheat, bush.....	1,612,210	2,576,211
Corn, "	13,358	354,372
Barley, "	71,621	86,091
Rye, "	15,457	51,410
Oats, "	72,174	48,477
Flour, bbls.....	77,602	72,912
Beef, "	2,824	946
Pork, "	3,299	13,374
Beef, tes.....	....	4,663
Cheese, cks.....	12,362	17,595
Whiskey, "	991	2,315
Starch, "	115	874
Cheese, bxs.....	3,112	4,829
Butter, tubs.....	10,277	22,820
Wool, lbs.....	134,161	331,078

IMPORTS—CONTINUED.

	1845.	1846.
Hams, lbs.	175,120	299,139
Lard, "	121,126	254,201
Tobacco, hhds.	27	192
Glass, bxs.	4,361	6,158
Ashes, cks.	9,543	7,602
Pig iron, tons.	251	478

It will be seen that in the articles of flour, staves, ashes and oats, there has been a slight falling off, while in all the others the increase is very large. In the articles of grain, lumber, provisions, butter and cheese, the increase is immense.

The wheat, corn, beef, pork, tobacco, and many other articles, are principally the products of Western States, imported from thence via the Welland Canal. No valuation has been published of the exports.

EXPORTS FOR 1846.

Merchandise exported to Western ports, lbs.	15,694,661
“ “ Canada,	11,385,720
“ “ State ports, N. Y.,	14,805,311
Total merchandise exported,	42,385,692
Value of “ “	\$ 4,238,599
Salt exported to Western ports, bbls.	229,227
“ “ State “ N. Y.,	31,840
“ “ Canada “	39,743
Total number of barrels exported,	300,810
“ “ sacks “	29,522
Value of salt exported,	\$ 226,303
“ of merchandise exported,	4,238,599
Total value of foreign and domestic exports,	\$ 4,464,872

The receipts by canal during the year of navigation, just closed, exceed that of last year by about 5,000,000 lbs. merchandise. The larger portion of this increase is in the amount of sugar; which under the law allowing drawback, on certain articles of merchandise shipped for the Canada markets, is now finding its way, in large quantities, through that channel. The total amount of sugar

received this year is 8,025,419 lbs., of which 4,495,615 was for re-shipment to Canada, under the law of debenture.

PORT OF LEWISTON, N. Y.

Comparative statement of the business of the Custom House, Lewiston, District of Niagara, with foreign ports from 1840 to 1846, inclusive:

IMPORTS.

1840	Imports of foreign merchandise,.....	\$10,108	74
1841	“ “ “ “	22,144	99
1842	“ “ “ “	10,775	22
1843	“ “ “ “	13,197	23
1844	“ “ “ “	23,271	57
1845	“ “ “ “	19,955	11
1846	“ “ “ “	26,227	74

EXPORTS.

1840	Exports domestic merchandise,.....	\$ 31,626	83
“	“ foreign “ “	492	80
		—————	\$32,119 63
1841	Exports domestic merchandise,.....		14,471 62
1842	“ “ “ “	119,212	32
“	“ foreign “ “	5,313	06
		—————	124,525 38
1843	Exports domestic merchandise,.....	104,075	02
“	“ foreign “ “	45,052	41
		—————	149,127 46
1844	Exports domestic merchandise,.....	37,748	69
“	“ foreign “ “	21,968	03
		—————	59,716 72
1845	Exports domestic merchandise,.....	293,959	86
“	“ foreign “ “	182,764	85
		—————	476,724 65
1846	Exports domestic merchandise,.....	281,118	55
“	“ foreign “ “	149,759	25
		—————	430,877 80

SPECIE IMPORTED.

1840.....	\$ 81,740
1841.....	88,000
1842.....	134,700
1843.....	105,200
1844.....	196,500
1845.....	362,965
1846.....	491,236

SPECIE EXPORTED.

\$236,000
385,000

American and foreign tonnage entering into and clearing from the District of Niagara, from and to foreign ports, from 1840 to 1846, inclusive:

ARRIVALS FROM FOREIGN PORTS.

1840....	8	American vessels.....	864 tons.....	
"	331	foreign	64,600.....	65,464
1841....	1	American,	42.....	
"	491	foreign,	108,088.....	108,130
1842....	2	American,	485.....	
"	487	foreign,	103,357.....	103,842
1843....	55	American,	18,590.....	
"	553	foreign,	89,442.....	108,032
1844....	85	American,	27,456.....	
"	517	foreign,	103,480.....	130,836
1845....	101	American,	15,285.....	
"	513	foreign,	123,662.....	138,917
1846....	162	American,	31,997.....	
"	531	foreign,	126,425.....	158,422

CLEARED TO FOREIGN PORTS.

1840....	8	American vessels,....	864 tons.....	
"	331	foreign,	64,928.....	65,792
1841....	4	American,	264.....	
"	497	foreign,	108,104.....	108,368
1842....	6	American,	931.....	
"	482	foreign,	96,617.....	97,548
1843....	125	American,	42,260.....	
"	542	foreign,	112,912.....	155,172
1844....	229	American,	14,641.....	
"	508	foreign,	103,529.....	118,170
1845....	58	American,	7,925.....	
"	508	foreign,	126,161.....	134,086
1846....	157	American,	30,995.....	
"	516	foreign,	127,355.....	158,350

Tonnage of American vessels entered and cleared coastwise:

1846	192	vessels entered, tons	70,792
"	189	" cleared.....	70,365

R. H. BOUGHTON, COLLECTOR.

There are two daily lines of British steam-boats running during the season of navigation between Lewiston and Toronto, Hamilton and other Canadian ports. This statement of the business of that port is incomplete, only stating as it does, the foreign commerce, without giving any account of the business coastwise either in kind or value.

Hitherto I have confined my remarks exclusively to the American commerce, done on these Lakes. I will now, for future reference, introduce a few facts in regard to British commerce on the same channels.

THE WELLAND CANAL

connects Lakes Erie and Ontario, by running across the Peninsula of Canada West, [late Upper Canada]—is 26 miles long, with locks 150 feet long, 26 1-2 feet wide, 8 1-2 feet deep on mitre sills. Since the year 1844, this work has passed into the hands of the Government, and no report of property passing it, since that time, has been published. In 1844, the following statements were published:

American Ports to American Ports, up.

(That is, from American ports on Lake Ontario to American ports on the Upper Lakes.)

30 bbls. beef and pork,	72 tons castings of 2240 lbs.
196,050 " salt,	1,197 " iron " " "
452 tons coal of 2240 lbs.	30 " grindstones. " "
8,521 " merchandise of 2240 lbs.,	equal 9528 tons of 2000 lbs.

American to American Ports, down.

296,765 feet boards,	133,130 pipe-staves,
279,621 W. I. staves,	16,347 bbls. pork and beef,
90,925 bbls. flour,	2 558 " ashes,
780 " whiskey,	1,629,544 bush. wheat,
175 tons coal,	10,789 " corn,
4 " castings,	100 tons rail road iron,
9 " tobacco,	82 " grindstones,
127 " merchandise,	

American to British Ports, up.

84 tons merchandise,	5,865 bbls. salt,
50 " coal,	

American to British Ports, down.

39,204 feet boards,	3,090 pipe staves.
22,820 barrels pork and beef,	331,592 W. I. "
44,839 " flour,	97 barrels ashes.
299,305 bushels wheat,	609 " salt.
62,104 " corn,	1,000 tons coal.
18 tons castings,	19 " iron.
38 " grindstones,	90 " merchandise.

British to British Ports, up.

260,400 ft. boards,	10,861 ft. timber,
594 pipe staves,	680 bbls. beef and pork,
91 W. I. “	653 “ flour,
22 cks. ashes,	10,974 “ salt,
38,215 bush. wheat,	52 whiskey,
56 “ corn,	72 tons castings,
10 tons coal,	363 “ iron.
2,396 “ merchandise,	

British to British Ports, down.

3,354,763 feet boards,	470,981 pipe staves,
462,307 “ timber,	211,106 W. I. do.
2,108 barrels beef and pork,	1,035 casks ashes,
118,799 “ flour,	92 “ whiskey,
154,527 bush. wheat,	43 tons castings,
379 “ corn,	130 “ tobacco.
20 tons merchandise,	

British to American Ports, up.

375,506 W. I. staves,	2,726,067 feet boards.
22,807 pipe “	

Totals.

7,493,574 feet boards,	630,602 pipe staves,
490,525 “ timber,	1,197,196 W. I. “
41,976 bbls. beef and pork,	1,689 tons coal,
305,208 “ flour,	211 “ castings,
3,412 “ ashes,	1,748 “ iron,
213,212 “ salt,	140 “ tobacco,
931 “ whiskey,	151 “ grind stones,
2,121,592 bushels wheat,	11,318 “ merchandise.
73,328 “ corn,	

IMPORTS AND EXPORTS OF TORONTO, C. W.

For the year ending Jan. 5th, 1847.

I am indebted to a friend in Toronto for the following tables relating to the business of the Port of Toronto, for the year ending January 5th, 1847, together with the value of some of the principal articles imported, a list of the steamers, propellers, and other vessels owned on lake Ontario and employed on the inland waters of Canada, and a return of mills, founderies and factories in the District,

showing the estimated value of machinery, buildings &c., connected therewith.

IMPORTS.

Cows	1	Snuff, "	5,886
Horses,	8	Clocks & watches, No.	507
Lambs,	2	Books and paper, pkgs.	1,668
Oxen,	60	Coal, tons.....	1,143
Pigs,	10	'Cotton man'f' turs pkgs.	888
Sheep	1,000	Glass, " "	885
Flour, bbls	23	Woolen " "	426
Oysters, lobsters and turtles, pkgs.....	1,888	Silk, " "	120
Cheese, cwts.....	548 1 26	Drugs & medicines"	345
Butter, "	27 0 14	Fish,—dried salted and pickled, cwts.....	390 0 24
Bacon and ham, cwts.	75 2 0	Salt, 'bbls.....	9,316
Meats, salted cured and fresh, cwts.....	209 0 9	Hardware, pkgs....	2,452
Coffee, "	1,917 0 4	Leather, lbs.....	95,199
Molasses, "	1,128 1 13	Boots and shoes, prs.	3,247
Muscavado sugar, cwts	14,071 3 7	Cider, galls.....	3,935
Teas, various quali- ties, lbs.	405,541	Apples, bush.....	2,732
Rum, galls.	1,528	Potatoes, "	114
Tobacco, lbs.....	299,826	Spirits, galls.....	4,452
Cigars, "	2,990	Tallow, bbls.....	1,515
		Raisins, lbs.....	125,600
		Wines, galls.....	2,153

Total value of imports, including other goods paying
ad valorem duty,..... £163,377 0 0

Value of free goods—being furniture, household ef-
fects, tools, &c. of settlers coming into the Province—about 6,000 0 0

Importation of specie,..... £104,645 16 8

EXPORTS.

Flour, bbls.	194,856	Starch, bxs.	600
Wheat, "	108,116	*White-pine boards, ft.	1,080,000
Pork, "	4,133	Bricks,	1,030,000
Beef, "	80	*Horn tips and.....	
" tcs.....	65	scraps, tons	11
Hams, tons.....	9	Woollen cloths, yds...	40,000
Ashes, cks.....	283	Blankets, prs.	130
Butter, kgs.....	200	*Sheep pelts.....	10,750
Lard "	283	*Furs and peltries,— value about.....	£2,000
Timothy seed bush...	176	*Fresh fish,—value.. about.....	500
Oats, bush.....	3,000		
Peas, "	1,000		

Total estimated value of exports..... £304,000

* These to the United States; all others to Lower Canada ports.

REVENUE.

Total revenue on importations collected during the year....£33,529 14 8

INCREASE.

Increased export, on some of the principal articles, over the preceding year, (1845.)

Flour, bbls.....	41,630	Peas, bush.....	475
Wheat, bush.....	54,329	Starch, bxs.....	340
Pork, bbls.....	2,076	White pine boards, feet... 130,000	
Lard, kgs.....	185		

Increased value of exports,..... £72,968

Value of some of the principal articles imported.

Books and paper... £5,208 17 8	Sugars..... 21,687 17 11
Coffee 4,256 12 2	Tallow 6,582 6 3
Cotton manufactures 8,225 19 7	Tea 40,015 10 8
Drugs and medicines 3,799 6 3	Tobacco, snuff, and
Fruit, raisins, &c... 4,363 2 11	cigars..... 6,301 10 1
Glass manufactures. 2,584 19 3	Wines..... 666 12 5
Hardware..... 9,481 18 8	Woolen man'f'ures 9,768 13 6
Leather and shoes.. 4,882 8 1	Included in the fore-
Machinery 2,593 9 5	going: goods im-
Molasses 614 8 8	ported from the U.
Salt..... 2,187 16 4	S., for benefit of
Silk manufactures.. 2,904 19 8	drawback—value, 39,192 14 6
Spirits 1,014 15 8	From sea..... 4,498 4 1

Vessels entered the Port.

Steamers and coasters employed between British ports.....	2,089
From foreign ports, with cargoes.....	659
“ “ “ in ballast.....	2

Total arrivals for the year..... 2,750

List of Steamers, Propellers, and other vessels, owned on Lake Ontario, and employed on the inland waters of Canada.

57 Steamers, (two of iron)—value.....	£350,000
6 Lake Propellers.....	14,000
2 Ships	
5 Brigantines, } of 30 tons and upwards.....	150,000
91 Schooners, }	
300 Barges.....	80,000
7 River Propellers.....	7,000
Small craft, under 30 tons.....	17,000
Total value.....	£618,000

Return of Mills, Foundries, Factories, &c., in the Home District and City of Toronto, showing the estimated value of Machinery, Buildings, &c., connected therewith.

87 grist mills—value..	£160,000	1 cabinet and chairfac-	
196 saw mills.....	55,250	tory (steam). . .	2,500
12 oatmeal mills.....	3,300	3 cabinet and piano-	
14 foundries.....	20,000	forte factories...	1,500
18 woolen factories...	25,000	2 paper mills.....	4,000
50 carding machines..	3,000	36 tanneries.....	15,000
1 edge-tool factory...	2,000	1 snuff manufactory..	500
3 starch factories....	2,500	23 breweries.....	13,200
28 distilleries	10,825	Total.....	£322,775
6 soap and candle fac-			
tories	4,200		

Total export of Flour and Wheat, from the Home District, for the year 1846.

FLOUR.		WHEAT.	
	Barrels.		Bushels.
From Toronto.....	194,856	From Toronto.....	108,116
“ Oshawa.....	34,630	“ Oshawa.....	15,560
“ Windsor.....	55,460	“ Windsor	24,300
“ Credit	11,450	“ Credit	41,200
Total	296,396	Total.....	190,176

The total export being equal to 334,431 bbls. flour.

“I have thus endeavored to answer your first question, if not in full, at least sufficiently so, to enable you to form a pretty correct idea of the extent, composition and value of this commerce.”

“Question 2d.—*The Monied Value thereof?*”

“In part answer to this question, I must observe, that the money value from year to year, does not give any real information of its increase; from the variation in the prices which the same kind of property bears in different years. The exports may be much greater one year than another, but from the prices being less, the money value would not show it. But if 100,000 bbls of flour are shipped one year, and 150,000 the next, the business has evidently

increased, whether the money value shows it or not. In giving the business in kind from the ports I have mentioned, I have added, where I could, the money value.

“To conclude my answer to this question, I will adopt the same method I did last year. The ascertained value of the business of this City and Black Rock done on the Erie canal and which came from and went on to the lakes, is a little short of - - - - - \$40,000,000

“To which add the immense quantities of building materials, coal, raw materials for our manufactures, provisions of all kinds for the supply of this city and local markets, nearly the whole of which come from the lakes, and the large business done on the rail-roads and other sources to and from the lakes may, with great safety, be placed at - - - - - 10,000,000

Making a total of - - - - - \$50,000,000 as the amount of commerce of this port alone; to which must be added the amount done through all the other ports on the lakes, and the large amount of intermediate commerce between the different ports, all of which I consider equal in amount to that done through Buffalo, the whole forming an aggregate of \$100,000,000 as the money value of the commerce of the upper lakes in 1846, against \$66,000,000 in 1845; and this without taking into account the large sums of money carried over the lakes either year. A great increase has also taken place on lake Ontario this year. In 1845 it was estimated at \$15,000,000; for '46, it may with safety be put at \$18,000,000.”

“Question 3d.—*The kind of Craft used, Steam Boats, Propellers, Sailing Craft, and tonnage?*”

"In the year 1845, there were the following number and description of vessels owned and running on the Lakes above Niagara Falls, as near as could be ascertained by the most careful inquiry :

	Tons.
52 Steam Boats,	20,500
8 Propellers,	2,500
50 Brigs,	11,000
270 Schooners,	42,000
<u>380</u>	<u>76,000</u>

"The new tonnage added in 1846, and which has all been employed, consisted of the following description of vessels :

Names.	Class.	Where built.	Tons.
A. D. Patchin,	Steamer.	Truago, Mich.	874
Louisiana,	"	Buffalo,	778
Hendrik Hudson,	"	Charleston, O.	751
Albany,	"	Detroit,	700
Saratoga,	"	Cleveland,	662
Detroit,	"	Newport, Mich.,	350
Islander,	"	Kelly's Island, O.,	80
Nile,	"	Niles, Mich.,	80
Algolah,	"	Detroit,	71
Mishawaka,	"	"	34
<hr/> 10			<hr/> 4,380
St. Joseph,	Propeller.	Buffalo,	400
Pocahontas,	"	"	427
California,	"	"	420
Oneida,	"	Cleveland,	346
Cleveland,	"	"	342
Lady of the Lake,	"	"	350
Delaware,	"	Charleston, O.	336
Globe,	"	Maumee,	313
Goliath,	"	Palmer, Mich.	280
Odd Fellow,	"	Grand River, Mich.	200
<hr/> 10			<hr/> 3,414
Utica,	Bark or Brig.	Milwaukee	334
C. L. Hutchinson,	"	"	341
Ellen Parker,	"	Chicago,	332
Patrick Henry,	"	Euclid, O.	317
L. A. Blossom,	"	Conneaut, O.	258
Fashion,	"	Cleveland,	282
John Hancock,	"	"	260
Green Mountain Boy, ..	"	"	260
David Smart,	"	Lexington, O.	203
<hr/> 9			<hr/> 2,587

Names.	Class.	Where built.	Tons.
Outward Bound,.....	Schooner.	Cleveland,	260
Geo. Davis,	"	Milan, O.....	238
Philena Mills,	"	Geneva, O.....	228
Denmark,.....	"	Cleveland,	237
Lewis Cass,.....	"	Charleston, O.....	191
Col. Benton,.....	"	Racine, Wis.....	190
Luther Wright,.....	"	Huron,	195
Vincennes,.....	"	Charleston,.....	186
G. T. Williams,	"	Irving, N. Y.....	167
C. T. Richmond,.....	"	Cleveland,	229
Watts Sherman,.....	"	Buffalo,	199
Puritan.....	"	Milan,	223
Sea Gull,	"	"	125
S. L. Noble,.....	"	Fairport, O.....	104
N. C. Walker,.....	"	Chicago,	127
E. Porter,.....	"	Milwaukee,	70
Ellen,	"	Cleveland,	61
Harwich,	"	"	75
Ireland	"	"	230
Westchester,	"	Charleston,.....	208
Wolcott,	"	Maumee,	40
Alvin Clark,.....	"	Truago,	220
New Hampshire,.....	"	Kalamazoo,	80
Forester,	"	Detroit,.....	108
B. G. Allen,.....	"	"	26
Mary A. Lownd,.....	"	"	79
Pinta,	"	Buffalo	55
M. A. Myers,.....	"	"	16
Saranac,	"	Detroit,	39
Meteor,.....	"	"	32
John Armstrong,.....	"	"	26
Gallinipper,	"	"	145
St. Clair,.....	"	"	35
Clemantine	"	"	19
Julia,	"	"	34
Sweet Home,	"	"	44
<hr/> 36			<hr/> 4,537
Bazma,.....	Sloop.	Conneaut	10
Buffalo,.....	"	Detroit,	36
Morning Star,	"	"	38
Sun,	"	"	35
China,	"	"	61
<hr/> 5			<hr/> 180
Rialto,.....	Scow.	Cleveland,	100
Liberator,	"	"	45
<hr/> 2			<hr/> 145
Total No. of vessels,.... 452			Total amount tonnage,.. 91,243
Deduct the estimated tonnage lost during the season, in which is			
included 3 Steam Boats,.....			3,500
Leaving on these Lakes for the business of 1847, tons....			87,743

“Some hundreds of tons have likewise been added by rebuilding and enlarging old vessels. Several new and large steamboats have been built, but as they were not finished in time to do business in 1846, they properly belong to the new tonnage of 1847; I therefore exclude them. A very large number of vessels of all descriptions, are now under construction, which will be out and in commission in 1847, sufficient to swell the amount to a good deal over 100,000 tons; being an increase of more than 33 1-3 per cent. in two years.”

“Question 4th.—*Cost of the same?*”

“The capital invested in the various description of vessels on the upper lakes, is not far from \$6,000,000. About \$1,000,000 has been expended during the last year in the construction of new, and the repairing, fitting up and enlarging old ones.”

“Question 5th.—*Number of mariners engaged in navigating the craft?*”

“The various description of vessels engaged in this commerce, employ, as seamen and others, about six thousand persons to navigate them.”

“Question 6th.—*Probable annual expense of sustaining mariners and craft?*”

“I have submitted this question for an answer to some of our most extensive shipping merchants, and they have furnished me with the figures of their calculation, by which it appears, that the amount paid out, for wages, wood, coal, provisions, current repairs, and other expenses, (exclusive of insurance and interest on the capital) is about \$1,750,000; which will, of course, increase as our Lake Marine enlarges.”

“Question 7th.—*Number of passengers West and East, from Buffalo, for years above stated?*”

“Since, and including, the year 1833, down to the close of 1846, with the exception of '36, '37, and '38, an annual Association has been formed amongst all the steamboats on the Lakes, and their accounts settled at one office. With this Association, I have been connected, in the capacity of Secretary and General Agent, for the whole time it has existed, except the years 1835 and 1839.

“As such agent, I had the charge of all the way-bills of the different boats, containing the names of passengers up and down the lakes. In 1833, I was very careful in keeping an account of the number each way. Again in 1845, this was done by a gentleman of great correctness, in the employ of the Association. He reported the number and designated the places where they landed going up; and a computation of the passengers from the West was made; also, an estimate of the number of those who took other conveyances than steamboats—and he made the total number passing in all directions through these Upper Lakes to be near 200,000.

“This season, that is, for 1846, the number has increased twenty-five per cent, estimating from the receipts of the boats, and compared with 1845, which will give a total of 250,000. A greater number than usual of the *up* passengers have been emigrants. No account has ever been made of the number of passengers for any other years, than those I have stated.”

“Question 8th.—*Probable rate of increase of this Commerce, and any views which in your judgement would serve to illustrate these several points, and also in reference to the trade of the Western Rivers?*”

“A greater increase in the number and tonnage of the various description of vessels used, is now under construction around these lakes, this winter, than has ever taken place in any one year before. Large quantities of grain of last year’s crop, remain on hand to go to market next spring; and the high prices which all kinds of agricultural products bare, will carry every thing of that kind forward; and will furnish the means to largely increase the return Commerce.

“The quantity of land under cultivation is much greater than formerly, and so far as I can get information, the crops in the ground, look and promise well. Should we have a favorable season we may safely believe a much greater cultivation of summer crops will be made than has heretofore been done. Corn has become an established article of food and commerce with the Old World, and the price it will bring in market, will furnish strong inducements to extend its culture, large as it is, in the Western States. The population around these lakes has swelled to that number, and are so well supplied with all that is necessary to aid them, they work to better advantage than during their early and more dependant condition. All these things combined, must continue to augment this commerce, but at what rate per cent I will not undertake to say.

“My knowledge of the commerce of the Western rivers is not personal, but is gathered altogether from the published statements I see in the newspapers. That it is now very large, and increasing very rapidly, giving employment to capital and labor, is clearly shown in the statements of it, made from year to year. That it will continue to increase, and, very greatly too, must, from the

necessity of the case, be the fact. The older parts of the West, who use these channels, are filling up with people ; while far beyond, new openings are being made in rich and productive lands. Nothing can stay its forward growth.

“This commerce, like that of the Lakes, has already become so large, such immense amounts of property pass them exposed to all the dangers of their navigation, that a settled and deep conviction has taken possession of the public mind, something must be done for its protection. The remedy is beyond the power of individual effort, and not within the prescribed duties and rights of the several States through which these Lakes and Rivers run. The necessity and the duty, therefore, falls upon the General Government to step forward and do what no one else can do, and thus confer honor on itself, in consulting the best interests of the present many, and the coming millions, who will in time inhabit these portions of our common country.

“Having thus answered your several questions, I will, as invited, make some general remarks appertaining to the business.

“Almost every other port around these Lakes, as well as Buffalo, Cleveland and Sandusky, are visited by foreign vessels ; but from them only, have I seen any report published, of the number which has entered and cleared. These foreign vessels do not visit our ports merely for the purpose of introducing imports for sale, but to purchase and carry off our own products.

“A very extensive business is done at the ports of Black River, Grand River, Ashtabula, Conneaut, Barcelona, Silver Creek and Cattaraugus, on Lake Erie, in the aggregate to several millions of dollars ; but I am not in possession of

details enough of their business to specify the amount and of what it is composed. The same blank exists with me, with regard to the details of the commerce of all the ports on Lake Michigan, except the fragments of their business I have stated."

It is greatly to be desired, and I hope it may be done at the close of the business in 1847, that every port around these lakes, will make up detailed statements of their exports and imports, with the value of each, distinguishing between Foreign and American, the number of arrivals and departures, foreign and coastwise; the names and number of tons of each steamboat, propeller, and sail vessel, *marking* the new ones that come out and do business in 1847, and the number of men required to navigate them, stating the collection district within which the port is situated; with the losses in number of vessels and tons, amount of damage and loss of cargo, and including the number of lives lost, if any, and all other particulars of the commerce of that port. Could this be done for only one year, and some person would undertake the labor of collecting and arranging these different reports in the aggregate, it would present the most correct and gratifying view of the lake commerce ever obtained.

This is the only way I can think of, that justice can be done to each port, or to the general commerce of all, or its magnitude and importance at all realised, save by those only who are engaged in it, or reside in the neighborhood of the lakes.

"The whole season of navigation has been unusually favorable to operations on the lakes, and fewer disasters in loss of lives and vessels, and damage of property have occurred this year than the last. What losses did occur,

generally took place late in the season. The amount of tonnage lost is not far from three thousand five hundred tons; amongst other vessels lost, were three Steam Boats. No very full and accurate accounts of losses in lives and property have been collected, but from such as I have, the losses in vessels and cargoes will be about \$200,000, and the number of lives, thirty-five."

"As the tonnage on the Lakes increases, more and more inconvenience is felt and expressed about the want of harbors of some kind to shelter it in. The water in all the Lakes, in 1846, had reached a very low stage, owing, probably, in some measure, to a succession of two or three very dry and hot summers, causing great evaporation, and but little rain falling during the same time, there was no new supply to replenish them. The water in Lake Erie, during the spring and fall months, particularly the fall, was uncommonly low; to that degree, as to render it quite inconvenient, if not dangerous, to enter any port on this Lake except Grand River, with large vessels full freighted. And the labor and expense, from the same cause, have been greatly increased, in getting steamboats and vessels over the flats in Lake St. Clair. It has required, during the whole season, two and sometimes four steamboats, with other lighters, to aid the various craft employed in the Upper Lake trade, to pass."

"A vigorous effort was made last season, by a few individuals, in the hope that all interested in vessels would heartily unite and pay their proportion, to deepen the channel through these flats. They obtained the use of the government steam dredge at Erie, towed it to the flats, and employed a superintendent and forty men for about two months, when, finding but little disposition generally

to contribute any thing towards the expense, and it becoming very onerous to a few, after spending several thousand dollars, they did, as the government has done in all its works on these Lakes, abandon their undertaking, incurring the loss of the money expended, without any benefit, because unable to complete it. A few thousand dollars more would have made this channel very available, and saved many thousands of dollars annually paid for light-erage to cross it. The money appropriated in the River and Harbor Bill, (\$40,000) at the last session of Congress, would have been much more than saved to the Western people, during 1846, in the cheapening of the freight on their property, which must pass here, be the expense what it may.

“The water in these Lakes is the highest in July and August, having received the benefit of the spring rains and melting of the snows in the boundless regions of the North-West. During these months the freighting and pressure of business is the lightest, and vessels experience less difficulty on these flats and the want of harbor improvements. The spring and fall months are the times when the business is rushing—when more vessels, more property, and more lives, are exposed to the mercy of the elements.

“Capt. Miles, who had charge of the Steam Dredge on these flats, reports that in July last, the following vessels passed them :

Steamboats,	71
Propellers,	37
Brigs,	59
Schooners,	128
Coasters,	81
Total,	376

of which 31 grounded and lightered in crossing. From the 18th to the 30th June, he says he did not keep a register,

but a greater number of brigs and schooners passed, and a greater number in proportion grounded, and were lighteerd and towed over the flats than in the month of July.

"The foregoing list of vessels passing these flats in one month, will give a pretty fair idea of the present commerce west of Detroit; and which is largely increasing every year.

"To give some faint conception how rapidly the great West is being settled and improved, and the vast business to pass over these lakes in a few short years, to and from this quarter, I will present the change which has taken place in Wisconsin:

In 1830 the population was.....	3,245
1836 " "	11,686
1840 " "	30,945
1842 " "	46,678
1846 in July,	155,227

and the influx of emigrants the past year has been greater than any previous season. Up to 1840 they imported their supplies of every kind, including provisions. In 1846, they not only fed themselves, but supplied the army of new emigrants; and of their surplus remaining, they exported through the lakes between three and four millions of dollars in value, mainly in agricultural products. Of the lead and shot made in the same State, during the last year, and which principally sought a market via. the Mississippi River, I cannot state, but it is known to be very large in quantity and value.

"There was sold in the Milwaukie Land District, from January to December 1846, 352,220 acres of land, for which there was received \$417,896; by which it appears that this land district alone, paid into the treasury of the United States near half a million of dollars. Could only a

small portion of this money been allowed to be expended in making that harbor accessible to vessels in stormy weather, I should not have to record the loss of the Steamboat Boston, (costing over \$60,000 in the spring, when she came out) filled with emigrants and others with their effects, going to take possession of their newly purchased land, being driven on the shore of the lake and wrecked, near the mouth of a harbor which should have sheltered her, but into which she could not enter.

“There are other significant changes going forward in the West of no little importance—they are rapidly converting Territories into States, important ingredients with politicians, in President making. As States increase in that quarter, vetoes, injuriously affecting their most vital interests, will become much less necessary.

“Such is a brief sketch of the Lake Commerce for the year 1846. A commerce as much national and foreign in its character as that which floats on the Atlantic, and greater in amount in value than the whole export commerce of the country, from all its seaports. Scarcely a pound of this commerce but moves for hundreds of miles in sight of a foreign country, and one with which it has great and constantly increasing transactions. A commerce which the Government has surrounded with its Custom Houses, thrown the strong arm of its courts of admiralty over it, and visits upon it the same penalties for its infractions of the revenue laws, that is meted out to the Ocean commerce. But it is treated by many as not entitled of right to a just proportion of public expenditures for its protection and safety, because God, in His wisdom, did not cause salt water instead of fresh to fill these great Lakes, and create a tide that would ebb and flow upon them.”

“It has struggled, during its whole existence, with the greatest of difficulties and exposure to the elements, without suitable harbors to shelter it in; but it has been conducted by a race of men of untiring enterprise and industry, and they have brought it to its present commanding position. Its importance to our common country, in every point of view, is daily more and more being realised and acknowledged, its friends are increasing and clustering around it in great numbers and decision of purpose; and they have only to persevere, being well assured that this great national source of prosperity, involving the best interests of so many States, will, ere long, succeed in having its just share of public expenditures for its protection and safety.”

THE TRUE CANAL POLICY

OF THE

STATE OF NEW-YORK.

Connected with the future growth and progress of the Lake Commerce is, the necessity of some channel of sufficient capacity to pass the annually increasing productions of the West to the seaboard, and to supply their return wants. The Erie Canal, in its present limited condition, is unable to do it, and the pressure that will be made upon it, will cause the price of transportation to be kept at such a high rate, as greatly to diminish in value, not only the property of the Western people, but that of our own citizens, to get their products to market.

The producers of New-York must not expect they can have their property transported any cheaper than what the Western people are obliged to pay, and the quantity to be carried will so certainly increase as to always keep the price of transportation at a high rate, and prevent the carriage to market of a vast quantity of property of cheap value, that would otherwise go there. Only the most valuable productions of the country will be able to sustain themselves under the high price of transportation, and

there will be always enough of them to employ all the tonnage the canal can accommodate. Staves, coarse lumber, coal, and a variety of cheap articles, which can only be moved on canals, and which would furnish a vast amount of employment for labor, and give fair returns to the owners, if the canal was sufficiently large to enable larger sized and a greater number of boats to move on it, will be entirely excluded.

The growth of the West cannot be impeded or checked, it has become too strong and forehanded for that: it will go on, and if the State of New-York is not desirous of doing their business and receiving the revenue it will afford, other channels will be sought out, and other States will be glad to get what we reject. Western products *will* seek a market on the seaboard, and come into competition with our own. We can charge their property so high as to prevent its passage through our channels; but we must suffer the consequent loss of revenue and business which their trade would give us; and which would be an important offset for the diminution in the price we should have to submit to, when our property met theirs in the seaboard market.

Our Cities and Towns would grow but slowly, our domestic markets would be curtailed, our farmers, instead of selling at home for good prices their surplus, relieved from the charges of distant transportation and other expenses, would have their products subjected to all these incumbrances and be under the necessity of selling in markets overstocked from other States.

Only two or three years ago much anxiety was felt about the draft the Welland Canal was making on the business and revenue of the State, and much fear expressed

that the then existing high rate of toll would force the greater portion of the business via Oswego through the Welland Canal to and from the Western States. The Canal Board most wisely reduced the rates of toll, and such immediate and beneficial effects have resulted from this sensible and judicious course, that the increase of business it has drawn towards these two routes is so great, as to overstock both, and has added largely to the revenues of the State. No complaint is heard about the want of business on either route; but both say, increase the capacity of the Canal sufficient to keep up with the business seeking to be done upon it.

New channels of communication are opening every year throughout the Western States, all leading in this direction; and a new source of business, the Canada trade, is fully open to us by the late laws of Congress; which will give a large increase of business to the Erie Canal. In proof of this, there was of one single article, that of sugar, no less than 2,500 tons transported on the Erie Canal, and exported into Canada, via Oswego, in 1846, with large quantities of other articles, both ways. The advantage to the Canadians of this route has been fully illustrated the past season; and preparations are now making there, for using this channel extensively the coming season, in passing off their productions, and receiving in return the greater portion of their supplies. They deem it important to have the choice of channels—particularly as the navigation of the Gulf of St. Lawrence, for over six months, is obstructed by ice, and during two or three other months more it is quite hazardous. So long as cheap freight and insurance rates are kept upon the Erie Canal, this route, via Oswego, Buffalo, and other American ports, will be the

preferred one. If our Canal was enlarged, almost the entire trade of Upper Canada would seek that channel under the drawback law.

The following resolutions have been recently passed at a meeting of Merchants, held in the City of Toronto, Upper Canada, expressive of their feelings and intentions on this subject :

Resolved, 1. That the system of forwarding merchandise, practised in Canada, and the character of our passage boats, are ill adapted to the wants of the Province, and have entailed serious loss and inconvenience on the mercantile interests of the country. That this meeting is deeply impressed with the necessity of a speedy and entire reform of the system, and resolves to take immediate steps for the organization of a Joint Stock Company, the object of which shall be to place on the Canadian waters a line of Steamers and Propellers, adequate to transacting the business of the country, in the best manner, and at the lowest possible rates.

2. That the urgent necessity of having a line of Steamers or Foreign Propellers established between Toronto and Oswego, at an early day, is deeply felt by this meeting, and it is of opinion that the first exertion of the new Company should be devoted to this branch of the trade.

3. That a Stock Book be now opened, and that a Managing Committee be appointed to bring the movement before the public, and procure subscriptions to the capital stock of the Company; and that so soon as the sum of £5000 or over has been subscribed, the committee shall call a meeting of the stockholders, to determine the future course of the Association, and to elect Directors.

During the season of 1847, the Illinois Canal will be completed, connecting the Lakes with the Mississippi River, and extending the area of trade immensely. At Detroit, the Central Railroad of Michigan, running through a populous and well-cultivated portion of the State, terminates. The Pontiac Railroad, running into another important part of the State, likewise ends at Detroit. At Monroe, the Southern Railroad of Michigan ends. This Road passes through the Southern tier of Counties in that State, already large exporters of produce. At Toledo, two Ca-

nals and one Railroad come in. One, the Wabash Canal, upon which much business was done in 1846, will this year be much improved, and be made capable of doing a great deal more. This Canal passes through the heart of the greatest corn growing and pork making portion of the Western country, from whence an immense amount of trade will seek the Erie Canal, as the preferred channel for a market. The other, the Miami Extension, branches from the Wabash Canal to Cincinnati, and passes through one of the richest portions of the State of Ohio. The Erie and Kalamazoo Railroad runs into the interior, in much the same direction as the Southern Railroad of Michigan. At the City of Sandusky, two Railroads meet the Lake; one, running to Cincinnati, completed the entire distance with the exception of a few miles—the other, to Mansfield, in Richland County, through some of the greatest wheat-growing Counties of the State. At Cleveland, the Ohio Canal connects the Lake and the Ohio River together; this Canal, after running into the State some distance, has short cuts and other Canals, radiating from it into other parts of the State. The Erie Extension Canal, from Erie to the Ohio River, was opened for business in 1845, and furnished a large amount of trade for our Canal, which will be annually increasing. The extensive iron and coal beds, through which this Canal passes, or near to, and the very extensive and valuable timber in that part of Pennsylvania, for making staves and for other purposes, will add greatly to the business to be done upon it. There are now more than one dozen furnaces (and more erecting) for making pig iron and castings, along the line of the Canal, that desire to use the Erie Canal route, and through our State, to find a market. And the whole trade of Upper Canada be-

ing now open to us, is equally desirous use this same route, as being the cheapest, safest, and most expeditious one to do their business upon.

Such is a brief sketch of the great avenues already opened and being opened, leading to the Erie Canal, and which are being improved to do business—surrounded by extensively fertile lands, occupied by industrious and enterprising settlers, who are diligently and successfully developing the resources of the country through which these channels pass, at a rate that almost surpasses comprehension.

The vast productions of the Western country must find market on the seaboard. Is not this trade worth securing, not only for the revenues it would put into the State Treasury, but for the immense additional business it would furnish to our citizens, in the various occupations in which they are engaged?

This Western trade is a great prize, in the estimation of other States and Foreign countries, and is deemed by them worth very large expenditures to obtain it, or only a portion of it. On one side, the British Government are expending very large sums in improving their channels of communication, to invite this trade through them by every convenience that great outlays of money can give; on the other, Pennsylvania, Maryland,* Virginia, Carolina and Louisiana, are not idle competitors. At this very time, a convention is in session in Harrisburg, Pennsylvania, the business of which is to construct a railroad, connecting the city of Philadelphia with the Lakes. This work, if done, will require an outlay of many millions of dollars, *but will never be an Erie canal.*

Shall no corresponding effort, at a much less outlay in money and time, be made by the State of New-York, not to get, for that she already has; but to *preserve, increase, and ever retain* this rapidly accumulating trade? This is an important matter to this State, in its varied Agricultural, Mechanical, Mercantile and Commercial relations, and to no portion of it, is it of greater consequence than to the city of New-York.

From the very beginning of that city, down to July, 1817, when the construction of the Erie Canal was commenced, a period of near two hundred years, with all her outward trade, and every sea in the world at her command she had reached in population to about 125,000, and was limited in wealth and facilities of business. That great fountain of wealth, the internal trade of the country, she had never broached;—the plough of the woods and prairies had never filled her broad and capacious harbor with the white sails of commerce;—the great Erie Canal had not been constructed. Since 1817, all these things have been done, and what is her condition now? Her population has grown to 500,000, if we include the numerous towns around her, and which have grown up out of her; her wealth has increased to that degree that she controls the financial operations of the Nation, steam and sail vessels visit her port from every quarter of the world, and she is felt and acknowledged as the *great Commercial Emporium of the Continent*.

I am not in possession of recent statistics of that city, to present her greatness as it is at this time, but I have some of former years, showing her gigantic strides to wealth and greatness, as well as the *leer* which set her in motion.

In 1817, the valuation of property in that city was \$57,799,435; from '17 to '25, eight years, during which an extensive *foreign* commerce was carried on, the increase was less than a million of dollars. In the fall of 1825, the *Erie Canal* was opened, from Lake Erie to the Hudson, and so great was the impulse given to trade by this extension of *internal communication with the West*, that in three years thereafter, nearly nineteen millions of dollars were added to the assessor's lists. From 1825 to to the completion of the *Ohio Canal* in 1832, a steady and great increase appears, and in 1833, the total valuation of real estate had swelled to over 114,000,000, and in 1841, this was swelled to the farther and enormous amount of more than 186,000,000; thus clearly showing the immense influence of the *Erie Canal* on the prosperity of that city, and the consequent increase of the value of property.

These are some of the effects produced on that city by the construction of the Erie Canal, bringing to her market the rich and constantly accumulating trade of the West. If such have been the benefits to that city by the Erie Canal, while in its minority, what may she not expect from it now that it has reached its majority, (being twenty-one years last fall since it was finished and navigated its whole length,) if it is permitted to have a suitable capital; that is, ENLARGED IN SIZE AND TOLLS REDUCED!

This important source of her greatness and wealth, was conceived, and executed against her wishes, and met with her opposition in all its progress of construction; and although faithfully and successfully has it served her since it was built, it has never succeeded in creating any very warm feeling in its behalf. Her political and business men have matters of more importance, they think, to attend to; her

delegation in the Legislature, save once and a while an exception, never speak of this work or do any thing to promote its usefulness, because, as one of the members from that city, a few years ago said, in refusing to serve as one of the Canal Committee, "that his constituents had no interest in it." Her papers are generally silent, if not openly opposed to, and can find no time to enlighten the public mind on this important subject, or direct attention to it.

The city of New-York is a strong advocate of the doctrine of low tariffs and free trade (I don't say whether right or wrong, I merely state the fact) with all the world, barbarian as well as christian, but her sympathies and efforts are only so, for the foreign trade. Low tariffs of tolls and cheapened transportation on the Erie Canal and the internal trade of the country has never been worthy her attention—her own suffering poor (amidst all her wealth she has enough of them) may clamor for employment and cheap bread, it appeals to deaf ears, she has no time to act, think upon, or talk about the internal trade; it is a too hum-drum affair; the enlargement of the Erie Canal, reduction of tolls and cheapened transport, that her poor may derive employment and cheap bread, is of no importance whatever; but it is of the highest, that their eyes should feast upon the sight of little wooden mice and other toys of Europe introduced into the country, under a low tariff.

If the vast volume of trade furnished by the Erie Canal to the city of New-York, is too small to deserve notice, I should like to inquire where the greater is to be found?

The following remarks and tables taken from the Albany Argus, refer to that portion of the Canal commerce *only*, which reaches tide water:

“THE COMMERCE OF THE CANALS.—We have prepared from official sources, the following table of the commerce of the canals of the State for the past season.—It presents a very gratifying result of the year’s business, and exhibits in strong colors the wealth of our State and of the West.

“Accompanying the table showing the movement from and to the Hudson for the past season, is a similar one of the movement for the season of 1845.

“It will be seen that there is an increase in the tonnage of 172,579 tons, and of \$14,826,462 in the value of the property transported, and the excess both in tonnage and value over previous years is still greater.

“The value of the entire movement of property from and to the Hudson, is greater by \$4,490,353 than the exports of the United States for the fiscal year ending July, 1844, and greater by \$7,297,845 than the value of the goods imported into the United States for the same time.

“These facts speak volumes in favor of the importance of this commerce, not only to this State, but in a national point of view, as worthy the attention of the General Government.

STATEMENT of all the property which came to the Hudson River, on all the Canals, in 1845 and 1846, with the quantity and estimated value of each article in Albany and Troy.

THE FOREST.

QUANTITY.

	1845.	1846.
Furs and peltry, lbs.....	708,749	810,150
Boards and scantling, feet.....	237,924,666	260,231,271
Shingles, M.....	72,120	69,827
Timber, feet.....	2,492,668	1,798,198
Staves, lbs.....	139,754,800	106,152,500
Wood, cords.....	17,696	11,832
Ashes, bbls.....	69,668	46,812

VALUE.

Furs and peltry.....	\$ 873,436	1,021,385
Boards and scantling.....	4,044,720	4,422,936
Shingles.....	234,390	244,378
Timber.....	498,534	251,090
Staves.....	628,898	513,432
Wood.....	86,258	59,160
Ashes.....	1,393,360	1,076,904

AGRICULTURE.

QUANTITY.

Pork, bbls.....	45,153	80,092
Beef, "	67,699	45,600
Bacon, lbs.....	1,631,700	4,000,500
Cheese, "	27,542,861	35,569,118
Butter, "	21,825,455	21,477,657
Lard, "	3,064,800	6,721,000
Wool, "	9,504,039	8,866,376
Hides	293,009	340,900
Flour, bbls.....	2,517,250	3,063,441
Wheat, bush.....	1,620,033	2,950,636
Rye, "	157,438	321,799
Corn, "	35,803	1,610,149
Barley, "	1,137,917	1,427,933
Other grain, bush.....	1,294,609	1,920,800
Bran and ship stuffs, bush.....	1,067,665	1,468,232
Peas and beans, bush.....	66,175	96,800
Potatoes, bush.....	145,569	230,939
Dried fruit, lbs.....	360,966	1,502,900
Cotton, lbs.....	66,800	445,100
Tobacco, "	670,900	2,609,100
Clover and grass seed, lbs.....	3,161,200	1,094,400
Flax seed, lbs.....	8,303,960	5,283,700
Hops, lbs.....	874,200	1,690,500

VALUE.

Pork.....	\$ 571,637	800,925
Beef.....	507,743	364,800
Bacon.....	118,299	290,037
Cheese.....	1,921,000	2,844,537
Butter.....	3,055,564	3,220,633
Lard.....	245,184	498,810
Wool.....	2,946,252	2,571,415
Hides.....	36,627	42,613
Flour.....	14,021,081	15,470,171
Wheat.....	1,941,869	3,366,141
Rye.....	111,002	232,304
Corn.....	21,479	1,126,854
Barley	671,371	810,933
Other grain.....	491,951	710,474
Bran and ship stuffs.....	160,150	220,181
Peas and beans.....	70,145	96,800
Potatoes	58,076	114,686
Dried fruit.....	32,477	135,261
Cotton	5,177	34,495
Tobacco.....	80,508	313,092
Clover and grass seed.....	221,284	76,608
Flax seed.....	166,079	131,943
Hops.....	157,356	185,955

MANUFACTURES.

QUANTITY.

Domestic spirits, galls.....	1,588,601	1,426,549
Leather, lbs.	15,363,925	5,160,654
Furniture, "	2,561,624	2,226,114
Bar and pig lead, lbs.	223,500	489,800
Pig iron, lbs.	8,031,218	10,574,640
Bloom and bar iron lbs.....		10,892,243
Iron ware, lbs.....	4,665,388	1,219,091
Domestic woolens, lbs.	1,407,529	1,425,340
" cottons, "	1,879,446	2,324,774
Salt, bbls,	172,968	692,442
Merchandise, lbs.....	505,708	3,594,322

VALUE.

Domestic spirits,	\$ 444,800	313,800
Leather	2,765,507	928,918
Furniture,	256,162	223,611
Bar and pig lead,	8,940	19,592
Pig iron,	140,546	182,574
Bloom and bar iron,		265,222
Iron ware,	186,615	48,830
Domestic woolens,	1,900,629	1,923,390
" cottons	582,628	719,787
Salt,	147,023	180,035
Merchandise,	88,497	276,872

OTHER ARTICLES.

QUANTITY.

Stone, lime and clay, lbs.....	55,344,593	44,200,033
Gypsum, lbs.	12,263,800	12,084,100
Mineral coal, lbs.	47,798,300	18,846,600
Sundries, lbs.....	83,237,259	90,811,614

VALUE.

Stone, lime and clay,	\$ 83,016	63,170
Gypsum,	27,656	26,933
Mineral, coal,	119,496	47,116
Sundries,	3,329,490	3,633,257

AGGREGATES.

1845.

Forest, tons.....	607,930	\$ 7,759,596
Agriculture, "	447,627	27,612,291
Manufactures, "	49,812	6,432,259
Merchandise, "	253	88,497
Other articles "	99,321	2,559,658
Total, tons.....	1,204,943	\$45,452,321

	1846.	
Forest, tons.....	603,010	\$ 8,588,291
Agriculture, ".....	628,454	33,662,818
Manufactures, ".....	46,076	4,805,790
Merchandise, ".....	1,797	276,872
Other articles, ".....	82,982	3,770,476
Total, tons.....	1,362,319	\$51,105,256

Statement of the tonnage and value of all the property which went from the Hudson River, on all the canals in 1845 and 1846.

Tonnage, tons.	224,013	239,216
Value	\$55,453,998	\$64,627,524

Aggregate movement from and to the Hudson River during the years 1845 and 1846, and the aggregate value of the property transported.

	1845.	1846.
Tonnage, tons.....	1,428,956	1,601,535
Value,	\$100,906,319	\$115,732,780

From these tables it appears, that the merchandise shipped from tide water on the Canal is, for 1845, 224,013 tons, and for 1846, 239,216 tons, showing an increase in '46 of 15,203 tons. Of the 239,216 tons cleared, 58,074 was landed at Buffalo, paying toll the whole length of the canal, and at Oswego 21,193, together 79,267 tons, or one-third of the whole.—Of the 15,203 tons increase, 6,776 passed Buffalo to the Western States, how much increase has passed Oswego, I cannot tell, as I have not the Canal Office reports of that place in sufficient detail, but of the whole receipts there in '46, of 21,193 tons, they exported to the Western States 7,847 tons, to Canada, 5,693 tons, and the balance was for that place and other American towns around Lake Ontario. I give these details to show where the increasing ascending trade on our Canals is going to. Of the increase of 172,679 tons of descending tonnage, the sources from which it comes is too obvious to need any remarks.

The Wall Street reporter of January, '47, has published a condensed statement of the foreign trade of the country, as follows :

“The following is an aggregate statement of the value of the exports, of the growth, produce, and manufacture of the United States, for the year ending 30th June, 1846. There is a slight increase in the aggregate amount, as compared with last year, but the amounts of the different articles exported, in many instances differ very widely in the two years. Of the total amount, \$78,634,410 was exported in American vessels, and \$23,507,483 in foreign vessels:

THE SEA	\$3,453,308
THE FOREST—Skins and furs and ginseng.....	1,300,571
Product of wood,.....	5,506,677
AGRICULTURE—Product of animals.....	7,833,864
Vegetable food,.....	19,329,586
Tobacco,	8,578,270
Cotton,.....	42,767,341
All other agricultural products.....	214,455
MANUFACTURES—.....	4,921,995
Of cotton,.....	3,545,481
Other fabrics,.....	1,101,878
LEAD	614,518
WOOL	203,995
ARTICLES NOT ENUMERATED—Manufactured.....	1,379,566
Other.....	1,490,303
	<u>\$102,141,808</u>

A comparison of the tables of the Argus and Reporter, shows that while the foreign export trade of the country is increasing very gradually, the internal trade through the Erie Canal is augmenting rapidly, and is now in value many millions of dollars greater than the entire foreign export trade.

The Erie Canal landed at tide water, as given in the tables of the Argus, 3,063,441 barrels of flour ; of this number the Boston Rail Road carried away 396,839 barrels ; and after supplying the local markets of Albany and Troy, and shipping by water of many thousands of barrels to Eastern markets, I find the quantity that went direct to the city of New-York, from a statement published

in the Herald of that city. It may not be improper to observe, that the Herald uses the term "Hudson River" instead of Erie Canal, in stating the sources from whence this large quantity reached there. That paper says :

"Below will be found a statement of the receipts of flour and wheat at this port, and the exports to foreign ports, from January 1 to December 31, inclusive, for the years 1845 and 1846. The increase in the import of flour this year, it will be seen, is 585,237 barrels, and of wheat 1,060,428 bushels. The increase in the exports is 723,908 barrels flour, and 1,172,702 bushels wheat."

MOVEMENTS IN BREADSTUFFS—PORT OF NEW-YORK.

Receipts of Flour at New-York, from January 1 to December 31, inclusive:

VIA—	1846.	1845.
Hudson River, bbls.	2,280,638	1,700,198
New Orleans,	70,043	87,704
Southern ports,	197,715	175,257
Total for the year,	2,548,396	1,963,159
Increase in 1846, bbls.	585,237	

Receipts of Wheat at New-York, from January 1 to December 31, inclusive.

VIA—	1846.	1845.
Hudson River, bush.	1,172,646	289,089
New Orleans,	401,365	83,937
Southern ports,	94,242	234,799
Total for the year,	1,668,253	607,825
Increase in 1846, bushels,	1,060,428	

Exports of Flour and Wheat from Jan. 1st to Dec. 31st.

	1845.	1846.	Increase.
Flour, bbls.	469,520	1,193,428	723,908
Wheat, bu.	304,654	1,477,356	1,172,702

The aggregate receipts of flour, after reducing the wheat to flour, at the rate of five bushels per barrel, was—

	1845.	1846.	Increase.
Barrels.	2,084,724	2,882,047	723,908
The aggregate exports, reducing the whole to flour, was, in			
Barrels.	520,451	1,488,899	797,323

"The increase in the exports of 1846, compared with 1845, amounts to nearly two hundred per cent. A more flattering and encouraging exhibit than this, could not well be expected or required."

It does not state the quantity of corn received, but from another paper I have seen a statement, and find it about equal to wheat, and derived from the same sources and in the same proportion from each. This table gives a strong view from whence the freight is derived, which loads the many ships now leaving New-York for Europe. The article of corn, (by the destruction of the potato crop,) has become an established article of commerce to the old world, and the demand for it will be annually increasing, the better it becomes known. It is a cheap article in the Western States, and raised in immense quantities, and if our Canal was enlarged, tolls reduced, and by these means transportation cheapened, any desirable quantity could reach the sea-board.—The reduction in the tolls last year, of about three cents a bushel, caused 1,610,149 bushels to reach tide water in 1846, against 35,803 bushels in 1845. This article alone has given 10,000 bushels freight each to one hundred and sixty ships from New-York. Has this small reduction of tolls on this single article been of no use to New-York foreign commerce? And has it not greatly increased the business of the State, as well as added largely to the revenues? The Commissioners of the Canal Fund, in a recent report, state the gain in revenue to be \$80,000, and to the forwarders \$100,000 in freight.

Other tables published in the New-York papers, show that the exports of agricultural products shipped from that city the first twenty-two days in December, were as follows:—

Flour, bbls.....	149,600
Wheat, bush	179,500
Corn, “	154,000
Rye, “	60,000
Barley, “	19,450
Oats, “	10,300

From the first of January to 31st December, 1846, the total shipments of the same articles were—

Wheat flour, bbls.	1,193,428
Rye flour, "	12,145
Corn meal, "	108,813
" " hhd.	4,846
Wheat, bush	1,477,356
Corn "	1,489,459
Rye, barley and oats not reported in the table.	

The above flour and meal, reduced to grain, and adding the rye, oats and barley, form an aggregate little short of ten millions of bushels.

The most extraordinary activity is now going on in the shipment of bread stuffs from New-York. The last papers from that city, state that sixty-seven of their largest ships were busily loading with provisions of all kinds, for Europe. The demand for shipping is so great that, although freights have risen near 300 per cent. over the usual and common rates, ships cannot be found to meet the pressing demand. This deficiency in vessels, however, is being supplied in the construction, in all the Northern sea-ports, of an unusual number, and of greater capacity of burthen. Life and activity is seen in all their ship-yards, among ship-carpenters, calkers, riggers and the numerous other branches of mechanics and labor, the building of ships calls into requisition.

Foreign commerce can only be sustained by promoting and increasing the internal trade of the country. If we have nothing to sell, we can buy nothing. We cannot deal with money alone,—we have not enough of it. A foreign trade carried on only by money, requires but few ships and men to do the whole business of the country. Whereas our own internal products, being generally of a heavy and bulky character, call into requisition a great many ships to

carry it off, and employ a vast amount of labor in a thousand ways, to move it.

How trade through the Erie Canal can be increased, is an important question. Two years ago the Canal Board became satisfied that an entire revision in our canal tariff of tolls was necessary. That the Erie Canal had ceased to be *the* only channel to and from the Western States, to the seaboard. That great reductions in the tolls must be made if we desired to retain the command of the great internal trade of the country. That unless this reduction was made, the ascending trade on our canals would greatly diminish, and although the products of the West might continue to use our canals as a channel to market, the large manufactures in our own State, of iron, steel, nails, spikes and other heavy but cheap articles, requiring cheap transportation to afford any profit to the buyer, as well as sugar, molasses, coffee, dye-woods, hardware and crockery, would cease being purchased from us, for the supply of the Western States. The iron city of Pittsburgh, with her mountains of iron and beds of coal, having a short canal connecting with the lake, upon which the toll and transportation was very low, would supply what our manufactories had heretofore done—the Mississippi lead to the plantations where sugar and molasses were made;—New Orleans lay within a few days sail of the West Indies, where there were more sugar and molasses, and where coffee and dye-woods were grown; and the ships sailing direct from England to New-Orleans for cotton, would carry crockery and hardware on low freight, all of which, would find their way up the Mississippi river and through the different channels opened into the Western States, and supply that great demand which had heretofore been our own; not

only so, but supply Western New-York with the same articles ; thus making the cities of Albany, Troy and New-York, merely factors to sell western produce, and remit the money to other places, to purchase return supplies. The great increase of steamboats on the Mississippi, required to take the down freight, would cause such competition for up freight, that it would be delivered at St. Louis and Cincinnati from New Orleans, for what was charged on the Erie Canal for tolls alone, from Albany to Buffalo.

These are some of the reasons which demanded a change in our canal policy then, and they have not ceased to operate yet. The pork, lard and corn of the West, are at those points of locality, that but a small difference in the cost of transportation determines whether New-York or New-Orleans shall have them; *time* and *climate* incline to New-York, *cost* determines. A constitutional difficulty existed against reducing the tolls until after the first of July, 1845, and the old rates were permitted to remain until the close of that year.

During the year 1846, a new tariff of tolls was in operation, equal, as the Commissioners say, to an average of 14 per cent. below that of 1845. So strong did the necessity appear, for a great reduction on those articles of up freight which would reach the Lakes from Pittsburgh and the Mississippi, that the reduction made was four-ninths, or about forty-five per cent. That this large reduction was necessary, is proven by the property that did reach the Lakes from the before mentioned sources, in 1846.—At Toledo the Miami Extension Canal from Cincinnati, delivered—

Sugar, lbs	1,290,085
Molasses, “	622,334
Coffee, groceries, and other merchandise, lbs.	542,566

At Cleveland, the delivery of Pittsburgh iron and nails, was 11,527,908 pounds; and at Erie, through the Erie Extension Canal, a farther supply from Pittsburg and the Mississippi, of 1,224,000 pounds of iron and nails, and 335,735 pounds of sugar and molasses, all of which went to supply markets which we had heretofore considered *exclusively our own*.

The Canal Board, for the purpose of arriving at the quantity of certain property passing up the canal, has directed the Canal Collectors to make out specific statements. This having only been done this year, no comparison can be made with former years. The returns from the Collector's Office in this city, show that the 45 per cent. reduction caused to be transported the whole distance of the Erie Canal for markets west of Buffalo, of—

On tolls reduced from 9 to 5 mills per 1000 lbs. per mile.

Sugar, lbs.	8,775,662
Molasses, "	5,095,410
Coffee, "	6,734,110
Nails and Spikes, lbs.	2,971,461
Iron and steel, "	4,179,083
Crockery, lbs.	3,943,660
Oysters, "	79,662
General mdze—from 9 to 5 mills, lbs.	57,192,411
Against an aggregate in 1845 of all	88,971,459
at 9 mills per 1000 lbs per mile,	75,426,363
Showing a gain of lbs.	13,545,096

What the increase, if any, has been in the quantity of heavy articles transported, cannot be determined. But this great reduction in the tolls, did, beyond all doubt, secure to our manufacturers, grocers and others, a larger sale of these articles, than would have been the case, had no reduction been made. And the only mode to increase, if not to preserve this business is, to give facilities for western products to reach our markets at as low rates of transport, as it can be done. This can be done only by the

action of the State. Where individual action can operate, as on the Lakes and Ocean, new vessels of all kinds are multiplying in numbers and greatly increased capacity of burthen; on the Lakes to that degree, as to make many intelligent men apprehend an overdoing of the thing. But while the Canal remains as it is, obstructed at different points with the old sized locks and want of water, no additional new craft will be put upon it sufficient to lower the price of transport. A large outlay of capital in this way would be nearly throwing it away, because when the Canal is enlarged, the small sized boats could not be run in competition with the new ones that would make their appearance.

It cannot be expected, (and the complaints against forwarders are unjust,) that individuals will do business at less rates than they can get by asking, particularly when there is more business for them, than they can do. Open the avenue to a sufficient size for the business, and individual enterprise and competition will quickly fill it with boats of such capacity as will reduce the price or cost of transport.

I am aware that the new Constitution has placed strong restrictions upon the finances of the State. But it has not prohibited all expenditures upon the canals. After providing for the payment of the interest and principal of the State debts, the expenses of the State government, and almost every thing else, from the canal revenues, it then allows whatever of surplus there may be, to be expended in the enlargement of the Erie Canal, and the finishing of the Genesee and Black River Canals. The surplus of 1846 now on hand, and that which will accumulate in '47, '48 and '49, will amount to \$2,000,000. If this money is not wasted by dividing it amongst all these works, but faithfully devoted to, and expended upon the enlargement of

the Erie Canal, this great thoroughfare can be made so, that in 1850 it can secure to us forever the great Western trade and do more than double the business it can now do, and furnish the means to hasten the completion of the other works sooner than they can be obtained from any other source.

In a conversation I have had recently with a gentleman who has held several interviews with the Canal Commissioners on this subject—he informs me that they estimate the work of doubling the locks between Albany and Syracuse, and placing new single enlarged locks where the small sized old ones remain, between Syracuse and Buffalo, and giving the Canal five feet of water throughout, can be done for \$1,500,000, and within the three ensuing years. The surplus accruing during the same time, exceeds the estimated amount required to do the work. This would enable boats to pass the whole length of the Canal carrying 1,500 barrels of flour, being on an average, more than double the number they now carry. Boats can navigate the Canal from Buffalo to Rochester, carrying 4,200 bushels of wheat, but beyond that place, there are remaining many of the old sized locks; and two boats and two sets of hands and horses are required, to take this quantity to Albany.

This trifling expenditure would more than double the capacity of the Canal, and render useful the vast sums already expended for that purpose; and as new large boats would immediately replace the present small sized ones, double the amount of business could be done, without increasing the number of boats and lockages;—the doubling of the locks from Syracuse to Albany, where boats from all the lateral canals accumulate in the main trunk, would facilitate their passing, and permit an increase of their number.

The condition of the State of New-York is an enviable one; the payment of her debts has been secured beyond all contingency, and to the entire satisfaction of the public creditors. The Erie Canal only asks that, after having provided from its revenues for all the public debts, the surplus of its earnings may be faithfully devoted to its enlargement, for which it will give more than an adequate return. The expenditures and embarrassments of other States are frequently brought into review by many, as an awful warning to the People of this State against incurring debt, but the comparison will not hold good—*they* expend large sums *hoping* to get business; we only expend our surplus to do the business which presses upon us faster than our public works can do it.

From the facts and figures I have presented, I think I have clearly shown the necessity of something being immediately done to the Erie Canal, to enable it to secure and do the rapidly accumulating business seeking it as a channel to and from the seaboard; as well as pointing out how the means can be obtained for the purpose.

The only question remaining is, shall it be done? If so, much, very much, depends upon the action of the city of New-York. She has on the floor of the Legislature one-eighth of the representation, and contains about one-eighth of the entire population of the State; if she enters, through her representatives, warmly and unitedly upon the business, she will be promptly backed up by Western New-York, so as to settle the matter at once. To her pride and to her interest, I make the appeal.

showing the amount and description of Property, r

AGRICULTURE.									
S.	VEGETABLE FOOD.								
	Lard. Pounds.	Wool. Pounds.	Hides. Pounds.	Flour Barrels.	Wheat Bush. Is.	Rye. Bushels.	Corn Bushels.	Oreley. Bushels.	Other Grain. Bushels.
..	1,720,947	21,386	440,244	695,710	1,289	109,267	..	4,684	
,837,1	2,250,438	171,895	404,029	262,294	767	33,069	..	2,901	
,381,8	2,775,243	92,322	489,209	1,606,017	949	541,901	4	77,202	
..	256,407	19,348	373,461	224,963	
4269	352,081	40,623	265,858	255,127	
7284	521,136	10,046	654,389	485,062	5,695	

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